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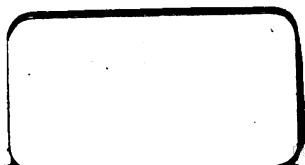
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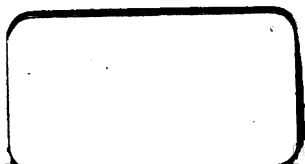
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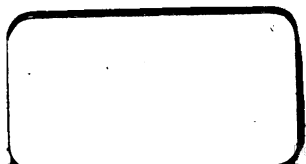
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PREFACE.



THE following Work has been composed with the design of affording to the visiter and resident a compendium of the History and Topography of Liverpool and its Environs. The Historical portion has been formed from credible sources, such as Aikin, Enfield, and others, and in many cases the authorities have been cited. The Statistic facts have been gathered from approved documents, or from persons competent to render that kind of information.

The description of the Public Works and Edifices has been made from recent inspection, and the several admeasurements and

particulars have been obligingly given by the parties best qualified, and in many instances alone capable of affording that assistance.

The brief notices here inserted of the adjacent Villages it is presumed will prove useful, especially to those strangers who may pay a more than passing visit to the town.

The Map prefixed to this edition has been purposely struck off from a new plate, formed from a recent survey of Liverpool, and which it is hoped will be found in every respect accurate.

A copious Table of Contents has been given, so that the reader may with facility find any edifice or institution here described.

LIVERPOOL, JULY, 1834.

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CHAPTER I.

HISTORY.

Hic portus alii effodiunt: hic alta theatris
Fundamenta locant alii, immanesque columnas
Rupibus excidunt, scenis decora alta futuris.

Æneidos Lib. i. 427.

IN commencing the History of Liverpool, we are presented with no records of very ancient date, nor any monuments of great antiquity, showing the taste and ingenuity of men in remote ages;—here are no inscriptions, written in characters which the hand of time has almost obliterated; nor are there found in this spot any of the relicks of by-gone days, to afford employment and pleasure to the antiquary. On the contrary, every thing bears the stamp of modernness; every edifice, every street, wears the impress but of yesterday.

Though to the historian Liverpool affords but scanty materials for deep research and elaborate disquisition, yet its sudden rise and vast increase offer ample matter to the contemplation of the statesman and the political economist; and perhaps its history, notwithstanding it possesses little of the rust of antiquity, may present to the philosopher and patriot a fair fund of instruction and delight; for whether we contrast its present great importance in the national scale, or compare its wealth and grandeur at this day with its former poverty and insignificance, we must be strongly impressed with the vast change that has been effected in the state of society since the period when this borough first began to appear in the annals of Britain.

In the map of Domesday-book, corresponding with the great national survey made by William the conqueror, we find that portion of the eastern bank of the Mersey, on which Liverpool stands, called Esmedune, from which circumstance, as well as the relative situations of the various adjoining townships, many of which still bear the same names by which they are designated in this document, it is very probable that the present site of the town was at that period known by this name. It is said that "Edelmund held Esmedune: it is worth thirty-two pence.* Lancashire is not

* Domesday-book.

found in the Saxon Chronicles, though the adjacent counties in the kingdom of Northumbria are mentioned several times; neither does it occur in Doomsday-book, in which ancient record it appears to have been surveyed with the two neighbouring counties; the northern part being included in Yorkshire, and the southern portion, situate between the Ribble and Mersey, in Cheshire.

Liverpool is stated to have first assumed its present name about the year 1089, but from what circumstance appears to be altogether uncertain. It is evident that a fortress was erected here immediately after the Norman conquest, and amongst various authorities may be cited the following from Kenion's MSS. where it is said that "Roger de Poicton, earl of Lancaster, prudently stationed his barons in the most vulnerable places to preserve his earldom in quiet:—1st. He built a castle at Liverpool, against the passage over the water from Cheshire, and there placed his trusty friend, Vivian Molyneux, to be governor and castellan in the utmost limits of his earldom." Liverpool is likewise mentioned in a tailliage made in Lancashire in the eleventh year of the reign of Henry III., in which it is stated that

	MKS.	s.	d.
The town of Lancaster paid.....	13	0	0
The town of Liverpool paid.....	11	7	8
The town of West Derby paid....	7	4	4
The town of Preston paid	15	0	6

It is also stated in the twenty-third of Edward I. that "Adam Fitz Richard and Robert Pinklowe, burgesses of Liverpool, were elected to represent this borough in parliament. And they were guaranteed to come in the time specified in the writ, by John de la More, Hugh de Molendo, William Fitz Richard, and Elias le Baxster."

Amongst the Harleian MSS. deposited in the British Museum is a document enumerating the fees and salaries paid to some of the officers of the Duchy of Lancaster, in the twenty-second of Edward III. in which is the following:—

"Thomas Molineux, constable of the Castle of Liverpool. . £6 13s. 4d.

"The same, head forester of Simonswood and king's parker of Croxteth. . £3 10s. 4d.

"The same, high steward of West Derbyshire and Salfordshire. . £5 0s. 0d."

During the same reign, amongst the grants made by Henry Duke of Lancaster, it is said that

"The Duke to Richard de Dynesargh of Liverpool and his heirs.

"Grant of a Messuage and Appurtenances in Castle-street, Liverpool, which formerly belonged to Benedict le Stedeman, late constable of Liverpool castle, at 4s. rent per annum, and by services as the other tenants of that town did for their Messuages."*

* Rolls of the Duchy quoted by Baines.

With regard to the etymology of the word Liverpool, which is involved in so much uncertainty and obscurity, and respecting which so great a variety of hypothesis has been started, it appears almost useless to enter upon any lengthened disquisition on this occasion, as the labour would not be crowned with any satisfactory result.

In former times there appears to have been no fixed and regular mode of spelling this word; for not only one author differs from another, but oftentimes it is found differently written in the works of the same author; several instances in confirmation of this assertion will be found in the following pages.

Leland, who made his Itinerary in the reign of Henry VIII., speaking of Liverpool, has the following remarks:—" *Lyrpole* alias *Lyrpoole*, a pavid towne, hath but a chapel, Walton, a iiii miles of not far from the se is paroche chirch. The King hath a castelet there, and the erle of Darbe hath a stone house there. Irisch marchaunts cum much thither, as to a good haven. After that Mersey water cumming toward Run-corne, in Cheshire liseth among the commune people the name, and is *Lyrpole*. At *Lyrpole* is smaule custume payid that causith marchaunts to resorte. Good marchaundis at *Lyrpole*, and moch Irisch yarn that Manchester men do by ther." The following manner of spelling the name is

found in No. 2129 of the Harleian manuscripts, deposited in the British Museum, entitled, "Notes taken in the church of *Liverpoole* :"

Enfield, speaking of the orthography of this word, has the following observations :—" In the pedigree of the family of Moore, of Bank Hall, in the manuscripts now in the said Harleian miscellany, the name is written *Liverpoole*, and afterwards twice repeated *Lerpoole*. This manuscript, then, which was written by a person who at that time travelled through Lancashire, seems to fix the true orthography of the name so early as the year 1567."

The same writer, in treating of the etymology of this word, says,—"Some suppose that it might be taken for a sea weed, now known by the name of liver in the west of England, or from a species of hepatica, vulgarly called liverwort, often found on the sea coast ; and others suppose that it might be derived from the Lever family, which is of ancient date in this country, and whose pedigree and arms are to be found in the Harleian manuscript referred to above."

The succeeding observations respecting Liverpool in the year 1607 are copied from Camden, in which he assigns the conjecture of that day as to the etymology of the proper name Liverpool.

"The Mersey, spreading and presently contracting its stream from Warrington, falls into the ocean with a wide channel, very convenient

for trade, where opens to view *Litherpole*, commonly called *Lirpoole*, from a water extending like a pool, according to the common opinion, where is the most convenient and most frequented passage to Ireland; a town more famous for its beauty and populousness than for its antiquity. Its name occurs in no ancient writer, except that Roger of Poicton, who was lord, as then stated, of Lancaster, built a castle here, the custody of which has now for a long time belonged to the noble and knightly family of Molyneux. This Roger held, as appears from Domesday Book, all the lands between the rivers Ribble and Mersey.”—*Gough’s Camden’s Britannia*, vol. vii. p. 137.

The castle mentioned by Leland, and which Camden says was built by Roger of Poicton, is supposed to have been erected about the year 1076, it stood on the site now occupied by St. George’s church and a part of the Crescent, and was entirely taken down in the year 1721, part of the stones being used in the building of several houses situate in the south end of Castle-street.

Seacombe, in his description of this edifice, says,—“There was a strong castle on the south, surrounded by a ditch twelve yards wide and ten yards deep, from which to the river was a covered way, through which, when the tide was out, men, provisions, and military stores, were brought as

occasion required." From this passage it seems probable, that the present site on which St. George's church stands is considerably higher than the moat was that formerly surrounded the castle.

The foregoing quotation from Camden shews that the family of Molyneux was highly distinguished in this neighbourhood immediately after the conquest, as the family seat at Sefton was conferred on Vivian de Molineux by Roger de Poictou soon after the Normans took possession of the kingdom; the government of the castle was likewise invested in this family. A part of the ancient family mansion, which was situate near to Sefton church, was standing until a few years past, having been used as a farm-house from the time the family removed to the new hall at Croxteth. In Sefton church, which was built in the year 1111, there are several very antique monuments belonging to the Molyneux family.

In the year 1826, on digging the foundation of the external wall of St. George's church, a portion of the remains of the castle was met with, which by some was supposed to have been the base of the tower, at the southwestern angle; likewise in the year 1828, as the foundation of the northern part of the Crescent, situate at the top of Harrington-street, was being prepared, a large portion of the basement of the northeastern part of the castle was discovered.

Gregson's Fragments contain an account of a survey of this building made in the reign of queen Elizabeth, which states that the east wall is thirty-eight yards, the north wall thirty-six yards, the west wall thirty-five yards, and the south wall thirty-seven yards; the ditch surrounding the whole of the east side, at its outer extremity, averaged about seventy-eight yards; its boundary was Preeson's-row on the west, the top of Pool-lane and Castle-ditch on the east, and Castle-hey, at present called Harrington-street, on the north.

The building next to this in importance and antiquity was the old Tower, which stood at the bottom of Water-street, but of its original erection nothing certain is at this day known. In the year 1252, William de Ferrers, earl of Derby, obtained a charter for a free warren over the land situate between the Mersey and the Ribble, and in this year some have supposed the Tower was first erected. It seems to have become the property of the Stanley family so early as the year 1406, being at that time bestowed on Sir John Stanley by king Henry IV., doubtless as a reward for his eminent services. In the preceding passage from Leland it is said, that "the erle of Darbe hath a stone house here," which clearly means the Tower, for the Stanleys resided in it, at intervals, until the year 1734, when James, earl of Derby, was mayor of this town, and during the

same year he gave his entertainments in this building. After the Derby family ceased to occupy the Tower, it was used for the public assemblies, and ultimately in the year 1737 it was converted into the gaol, to which purpose it continued to be appropriated until the year 1811, when the French prison in Great Howard-street was assigned to that use. This ancient edifice, once the abode of affluence and splendour, of mirth and gaiety, after being transformed into the receptacle of sorrow and despondency, was finally taken down in the year 1819, and not a vestige of it is now to be found. The site on which it formerly stood is said to have consisted of about 3700 square yards, and is at present occupied by a fine suite of warehouses. Near the Tower was an ecliptic arch, built of stone, forming the entrance into Tower-garden, and evidently of great antiquity, but it and some adjoining old houses were taken down at the same time the Tower was removed.

In the year 1203 a charter was granted by king John to this borough, the original of which is still preserved in the archives of the town; and eight years later king Henry III., on condition of receiving a fine of ten marks, established the town and corporation a free borough for ever. The same monarch afterwards, in 1228, granted another charter, which directs that there shall be a Guild, and excludes all, who are not members

of it, from the privilege of carrying on merchandise here, unless by permission of the burgesses.

Of the various natives and residents of Liverpool, there appears to have been no family more ancient, distinguished, or influential than the Mores, who for a long period evinced the most lively interest for the welfare of their native town. It appears that in the year 1235, Sir John de la More, knight, inhabited the old Hall, situate in Oldhall-street: and that in 1280 Bank Hall was built for the residence of this family, and continued to be inhabited by them until about the year 1698. At the battle of Poitiers, 1356, Edward the Black Prince made Sir William de la More knight and banneret; and in 1393, John of Ghaunt granted to Thomas de la More of Liverpool, Robert de Derby, Reid de Stulen, William de Roby, all Liverpool commons, Simmonswood, &c., which grant was confirmed by Henry IV. And five years after this period Thomas de la More, of Bank-Hall had enjoyed the honour of being twelve times the chief magistrate of this borough. Seacombe in his Memoirs of the House of Stanley, tells us that in 1644; Colonel Moore, under the Commonwealth, had the command of the town, which he defended for some time against prince Rupert, who must have raised the siege had not Colonel Moore surrendered it to save his house and effects at Bank-Hall. In the year 1709 Sir John Moore, an alderman of

London, (who is said to have been no relation of the family,) as mortgagee sold the property pertaining to the Mores in the borough of Liverpool, as well as in thirteen adjoining townships, and among the purchasers were the earl of Derby, John Earle, Richard Gildart, and Thomas Plumbe, Esq.

The most ancient and regular series of records in the possession of the corporation, we believe go no further back than the year 1555. Prior to this period nothing of great import appears to pertain to Liverpool, a place whose name is rarely met with in the general history of the country. One of these records states that, in the year 1565, it was a poor obscure village, having only one hundred and thirty eight householders and cottagers. About this time it appears that there were only seven streets in the town that were inhabited, containing 138 cottages, and 690 inhabitants, viz. Chapel-street, *Bancke-street*, (the present Water-street,) *Moor-street*, (now called Tithebarn-street,) Castle-street, Dale-street, *Juggler-street*, (now called High-street,) and *Mylne-street*, previously named *Peppard-street*, (now called Oldhall-street.) And six years afterwards the inhabitants presented a petition to Queen Elizabeth, in which they supplicate an exemption from the subsidy laid on them, styling themselves "inhabitants of her Majesty's poor decayed town of Liverpool."

The number of ships belonging to the port at this period is given as follows :—

1	Vessel of 40 tons, and 12 men.	
1	..... 36	10 „
1	..... 30	8 „
1	..... 20	7 „
1	..... 16	6 „
3	..... 15	16 „
2	..... 12	10 „
2	..... 8	6 „
<hr/>		
12	177	75

There were belonging to Wallasey :—

1	Bark of 14 tons, and 6 men.	
1	..... 14	5 „
1	..... 12	3 „
<hr/>		
3	40	14

Shortly after the time the above-mentioned petition was presented, we find an account of an entertainment given by the Mayor to the Earl of Derby, Mr Grosvenor of Eaton, and many others. It also appears that the Earl of Derby then resided at the Tower in Water-street. In the succeeding year it was ordered that there should be a handsome cock-fight pit made, as an inducement for gentlemen and others to repair to the town; likewise that the butts and stocks be kept in due repair. Ale and beer were to be sold at a penny per quart, and the cattle market

was to be held at the Castle, and not within the town. In this year also six hundred and fifty horse soldiers, besides many foot soldiers, embarked at Liverpool for the north of Ireland, to put down the rebels: one of the most distinguished traitors, named John Neale, was taken and put to death. Six years after this period, it is related that the town was frequently in great commotion, in consequence of the quarrels that often arose between the inhabitants and some soldiers who had been sent hither to be embarked for Ireland. About the same time the Earl of Essex, the favourite of Queen Elizabeth, passed through this place on his way to Carrickfergus.

In the next year, 1574, a municipal regulation was made, strikingly characteristic of the manners of the people of that age, as well as of the authoritative tone of the magistrate: an injunction was put forth, in which it was ordered, "that no bachelor, apprentice, or servant should walk out after nine o'clock at night without lawful business." What a contrast this presents to the manners and practices of the inhabitants at the present day. Two years afterwards, it was decreed that horse races should be held annually upon Ascension-day, and the prize to be run for was a silver bell.

It appears to have been the custom, about this period, to lay a rate on the inhabitants to defray the expenses of the representatives of the borough

while on parliamentary duty: their allowance during their stay in London was two shillings a day.

The condition of the worthy personages who composed the common counsel in the year 1617, offers a strong contrast to that of the gentlemen who constitute that body in these days; for we find it ordered in this year, "That every councilman shall come to council clean shaved, and in his long clothes." The worthies of those days appear also to have been very tenacious of their importance and dignity; for it was determined "That if any person speak evil of the mayor, he shall lose his freedom."

The year 1619 gave birth to one of the most promising astronomical geniuses that Liverpool has had to boast of; we mean Jeremiah Horrox, who was born in Toxteth Park, and educated at Emanuel College Cambridge. He is supposed to have been the first who ever predicted or observed the transit of Venus over the Sun's disk; and it is said that his theory of lunar motions afforded assistance to Sir Isaac Newton, who spoke of him as a genius of the highest order. On the 24th of November 1639, he observed the transit of Venus over the Sun's disk, and a few days after he had completed his treatise, entitled *Venus in sole visa*, he expired, on the 3d of January, 1640-1. His other productions were collected and published under the title of *Opera Posthuma*, by Dr Wallis, in 1673.

King Charles I., in 1626, granted a charter to this borough, making the town of Liverpool a body corporate and politic, under the denomination of Mayor, Bailiffs, and Burgesses; and the office of mayor, under this new charter, was first filled by Lord Strange, who afterwards warmly espoused the cause of Charles, in his war with the parliament, and was ultimately executed at Bolton. In this monarch's unconstitutional and despotic levying of ship-money, it appears that Liverpool was rated at £25, Chester at £26, and Bristol at £1000. About this time we first find mention made of a Playhouse, which is said to have been near the bottom of James's-street. We are now arrived at a period when Liverpool exhibits a degree of importance, unparalleled in its history antecedent to this time; the brave and long resistance made by the inhabitants of this place in support of the parliamentary cause against the daring and impetuous Rupert, had nearly frustrated his plans in this part of the country. The representatives for this borough, in the long parliament, were John Moore, Esq. and Richard Wyn, Knt. and Bart. And in May, 1643, it is related that a ship was taken here, laden with men and ammunition, which had been designed for the royalists, and that the earl of Derby endeavoured to regain possession of the magazines in Liverpool, but was prevented by the parliamentarians under the command of

Colonel Moore. Immediately after Prince Rupert had taken Bolton, where he put the garrison, amounting to one thousand two hundred, to death, he advanced directly to lay siege to this town. But though he had declared that it could not hold out for a single day against his forces, the garrison made so valiant a resistance under the command of the same Colonel Moore, that they did not surrender until three weeks after the cannon of the besiegers began to play upon the place. Prior to surrendering they shipped off all the arms, ammunition, and portable effects, and most of the officers and soldiers went on shipboard, while a few made good the fort, which they delivered up to the prince on quarter, but were all put to the sword.* Seacombe, in his description of this hard fought siege, has interspersed it with a good share of topographical information, which may enable us to form a tolerably adequate idea of the form and extent of the town at that day. We shall therefore transcribe the following passage. He says,—

“This town in the year 1644, was in the hands of the Commonwealth, under the command of Colonel Moore, who defended it for some time for parliament against the army of Prince Rupert, nephew to king Charles I. This prince, about the 26th of June, 1644, sat down before the town,

* See Whitelock.

which at that time was well fortified with a strong and high mud wall, and a ditch twelve yards wide, and nearly three yards deep, inclosing the town from the east end of Dale-street, and so westward to the river; Dale-street end at this time, east and south-east, was a low marshy ground, covered with water from the river, with which it was connected by that part of the town now called Paradise-street, within which batteries were erected, to cover or guard against all passage over or through this water; all the street ends to the river were entirely shut up, and those to the town inclosed with strong gates, defended by cannon. There was also a strong castle on the south, surrounded with a ditch twelve yards wide and ten yards deep, from which to the river was a covered way, through which the ditch was filled with water, and by which, when the tide was out, men, provisions, and military stores, were brought, as occasion required.

“In and upon this castle were planted many cannon, which not only annoyed the besiegers at some distance, but also covered the ships in the harbour. At the entrance was a fort of ten guns to guard that, and to prevent all passage by the river at low water; in addition to this security, great quantities of wool were brought here from Ireland by such English protestants as escaped the general massacre. With this wool the besieged covered the tops of their mud walls, which

saved them greatly from the small shot of the enemy. The town was at that time but small, either in appearance or reality; however, the fortifications then included most of the ground on which the present buildings stand. The prince fixed his main camp round the beacon,* about a mile from the town, and his officers in the villages near it. The batteries were mostly placed upon the ridge of ground running from the top of Townshend mill† to the copperas works, and the trenches in the lower ground under them, from whence he often attacked the town, but was as often repulsed, which made him say that, at first view, he could compare it to nothing but a crow's nest, but he found it an eagle's nest, or a den of lions."

The same author also informs us, "That the prince, after many fruitless efforts to take it, must at last have raised the siege, had not Colonel Moore surrendered it to save his house and effects at Bank-hall; be that as it may, the works were deserted, and the prince's army entered on that side about three in the morning, and put all to the sword, till they came to the High Cross, the spot where the Exchange now stands, when the rest of the inhabitants were sent prisoners to the tower, and to St. Nicholas's church, the prince taking possession of the castle."

• * The present St. Domingo. † Top of Shaw's-brow.

Liverpool was again taken by the parliamentary forces, under the command of Sir John Meldrum, the earl of Derby having failed in an attempt to relieve it with the loss of five hundred men killed and taken prisoners.

In a scarce book, entitled *England's Worthies*, first published under the Commonwealth, and which gave so great offence to king Charles II. after the Restoration, that he ordered it to be burned by the common hangman, we find the following passage in the description given of the achievements of Sir William Brereton, Major-general of Cheshire, &c. :—"Hee (Sir William Brereton) also took the Town and Castle of *Leverpoole*, with all the Ordnance, Arms, and Ammunition therein; and had singular good successe in preventing a dangerous designe of Prince Rupert and Prince Maurice to have passed their forces through Cheshire into Lancashire, against our brethren of Scotland in the north."

If there be no error in this account, it would seem probable that this circumstance happened some time prior to the siege, perhaps a few months; for we find it related that the town was taken on the 26th of June, being twenty-four days after the beginning of the siege, and that on the following October the place was retaken by Lieutenant-general Meldrum, when the parliament appointed Colonel Birch to be governor of the castle; who, in retaliation for an affront he

had previously received from the Earl of Derby, made his children prisoners, and during eighteen months kept them confined in the Tower at the bottom of Water-street, not even allowing them the necessaries of life, which they obtained only through the benevolence of their friends, at that time in a very impoverished state.

Seven years after the siege, Liverpool was visited by the plague, that most dreadful of all the scourges with which the human race is liable to be afflicted;—two hundred persons are said to have died of it, and in order to prevent as much as possible the spreading of the contagion, the deceased were buried in Sickman's-lane, at the present day called Addison-street.

In the year 1654, several resolutions were passed, in which it was ordered, "that the roof of the Town-hall should be repaired, that a lantern should be fixed at the High Cross, and likewise another at the White Cross, during the time of Dark Moon,—that a stone bridge should be erected at the lower end of Dale-street,—that the gates at the street ends should be taken down,—and that the mud walls, which had been made at the time of the siege, should be removed."

In 1663 the Corporation issued their mandate, forbidding any more boats to be built in Frog-lane, now called Whitechapel.

The part of the town where the Botanic Gardens, Abercromby-square, and many new streets

are now situate, was formerly called Moss-lake Fields, where a large sheet of water was dammed up, and which could be let off by means of flood-gates; it was used for the purpose of cleansing the old Pool, supposed to have been the spot on which the new Custom-house is now being erected, and had its course along Pembroke-place, across London-road to the north end of Byrom-street, and then through Whitechapel and Paradise-street.

In 1669 the land in Hackin's-hey was not laid out, and the front part of it was valued at one shilling per yard; and a short time afterwards it is related that a bridge was built at the bottom of Lord-street, at that time called Lord Molyneux-street.

In 1674 the High Cross was ordered to be taken down, and on the site of it was built the Town-hall, which stood for seventy-three years, when it was taken down, being destined to give place to a more splendid structure.

An anonymous author, who published an account of Liverpool nearly forty years ago, mentions an original painting, at that time in the possession of Ralph Peters, Esq., which gives a representation of the town in the year 1680. Whether this picture be still in existence we know not: but as we have not access to it, we shall take the liberty of inserting the writer's description of this rare document.

“The station of the observer is plainly on the river, to the northward of Water-street, from whence the whole extent of the town, from north to south, appears at one view. On the northern extremity is a small fort. This fort almost immediately connects with the stone wall of the Old Church-yard, or northwest parapet of that cemetery, which was at that time almost close to the water. This perspective confirms the church record, that the wall of the present church-yard, and all the land to the westward thereof, has been gained from the Mersey. The same painting also shews, that the parapet westward of the Derby Tower, was then at the extremity of Water-street, and butted on the river; therefore all the ground now between the water and the old site of that parapet wall, must have been gained also on the river. This wall at that time appears to have been on a line with the church-yard, which determines how far westward the inclosed fortified walls of the tower extended. The turrets of this building appear to have been then embattled, though they have now only a common coping, one only excepted. The whole line of the old parapet in this perspective does not shew a single embrasure, nor does the south-west angle form any bastion, though it is said in the memoirs to have been originally built for defence: it may therefore be concluded that no danger, at the time this view was taken, was apprehended from any attacks by water.

“The old Custom-house, which then stood at the south side of Water-street, opposite to this tower, had the principal front facing the river to the west, and covered the ground from thence southward to the Old Ropery; but this building appears to have been erected some little distance from the river, no doubt for the convenience of admitting a small quay for the purpose of landing goods, no docks at this time having been made; this is all that can be gathered from the terrestrial line of the perspective. The bird-view gives some idea of the castle, which appears to have been built much upon the plan of others about the same period; it had an embattled round tower at each angle, and seems to be sufficiently formidable to the attacks of the archery, or other military implements of ancient times, but deficient in principle and strength of any resistance to regular artillery. The two northern towers were at this time much impaired; no buildings are seen to the south, and there was probably nothing but open ground quite down to the pool, which filled the place where the Old Dock is now made. This perspective also gives you a view of a building, which was the market or town-house, common in these kingdoms. The attic only is seen; below it might have been supported by pillars, as is usual with these erections, which are generally designed to accommodate market people, and might be also convenient for trans-

acting little matters of commerce with the few traders of that time. It appears to have been erected to the southward of the present Exchange; the attic apartments are seen to contain seven windows on the west front, and as the building is said to have been triangular, the other two sides doubtless contained the same number; over this was a square lantern, or turret, which had one window on each side, perhaps used as a look-out for the arrival of vessels: on the top of the lantern was a vane. The attic apartments were undoubtedly made for the purpose of corporation meetings, and various other town business, to which similar buildings are now applied in various parts of England."

There is another plan of the town extant, which was drawn by Mr. John Eyes in the year 1765. In this it appears that the town then extended from the river eastward as far as Cheapside and Preston-street; to the north it reached as far as the Ladies'-walk at the top of Oldhall-street, where the present coal-yards are; and to the south it stretched as far as Upper Frederick-street.

In 1790, being twenty-five years later, we meet with another plan of the town, which shews its extension to the north to be as far as Great Howard-street, to the south to Parliament-street, and to the east as far as Richmond.

Enfield, in page twenty-six, states, "that in the

year 1753 there were 3700 houses, and 20,000 inhabitants; and in 1760, that there were 4200 houses, and about 25,000 inhabitants." So that in seven years, if Enfield's statement be correct, there was an increase of five hundred houses, and five thousand inhabitants;—a manifest proof of the then growing importance of the town, which was destined, ere long, to assume the imposing attitude of being the second seaport in the United Kingdom.

It was not until nearly the end of the eighteenth century that Liverpool began to take a distinguished lead in the commerce of the empire. Her first emerging from comparative insignificance into commercial distinction, seems to have been in a great measure owing to the assiduity of adventure on the part of some of her inhabitants, and to her local advantages in respect to Manchester, whose manufacturers were now first beginning to manifest that ingenuity and industry for which they stand almost unrivalled. During some time the merchants of Liverpool, in trading to the West India islands, laboured under great disadvantages, from being obliged to dispose of their adventures in the Colonies by means of supercargoes, who were frequently constrained to sell their goods at a low advance upon the invoice, in order that they might be able to make their returns in the vessel. This circumstance often threw a great impediment in the way of

disposing of their merchandise, which at that time consisted chiefly of checks, handkerchiefs, and osnaburghs, that the merchants had purchased from Scotland; while their rivals, the merchants of London and Bristol, had established factors in the West Indies, affording them decided advantages over their Liverpool competitors; but which were now shortly to cease: for whether from accident or design is uncertain, but about this period it became the fashion in this county for both sexes to wear checks, manufactured in the looms of Manchester; the men wore check shirts, and the wives of the most distinguished tradesmen made their visits in check aprons;—so that in a short time the encouragement given to this branch of manufacture became so great, that the Manchester checks, &c., were found to be so superior as to entirely supplant the Scotch, German, and French fabricks in the Colonial markets; and from this time we perceive Liverpool and Manchester making rapid advances in the acquirement of wealth.

Now also the merchants of this town began to embark extensively in the African slave trade,—that most nefarious, though profitable traffic in human thews and sinews; at the thought of which the heart sickens, and the just indignation of every good man is excited. The merest outline of the portraiture of the practices of this inhuman, bloody, and iniquitous trade, must

bring forth tears even from the most flinty hearted, and ought to suffuse the cheek of the most insatiably avaricious dealer with a blush of the deepest crimson. But thanks to the truly virtuous and benevolent exertions of Wilberforce, and other benefactors of the human race, whose persevering and pacific triumphs over demoniac brutality and cupidity, have earned for them laurels that shall never fade, and a name that shall never perish, and whose memories shall be cherished by the good of all nations and of all ages, when the fame and remembrance of the warrior, who has raised himself into notoriety by his achievements in arms, shall sleep in oblivion.

“ Thus man devotes his brother, and destroys ;
And worse than all, and most to be deplored,
As human nature’s broadest, foulest blot,
Chains him, and tasks him, and exacts his sweat,
With stripes, that mercy, with a bleeding heart,
Weeps when she sees inflicted on a beast.
Then what is man ! And what man seeing this,
And having human feelings does not blush
And hang his head, to think himself a man ?
I would not have a slave to till my ground,
To carry me, to fan me while I sleep,
And tremble when I wake, for all the wealth
That sinews bought and sold have ever earned.”

Some idea of the extent to which this iniquitous traffic was carried, may be formed from the number of slaves imported, in Liverpool vessels alone from the year 1783 to the year 1793 in-

clusive, which amounted in the eleven years to 303,737 souls, being valued at £15,186,850 sterling, and of this amount it is supposed that £12,294,116 were remitted to this port;—an enormous sum in those days, and which no doubt served as a basis for the future greatness of Liverpool, that has since become the mart of a respectable and honourable system of merchandise. Her imports and exports are now vast, compared with what they were at the above-mentioned period; and should the East India monopoly* be annihilated, there can be no doubt but her commerce must become more and more extended.

In the year 1720, an act was granted to empower certain individuals residing in Manchester and Liverpool to make the rivers Irwell and Mersey navigable, and subsequently a canal was made from above Warrington to Runcorn.

This improvement rendered the communication between these two towns much more facile and advantageous: for the flats, which before this time were frequently eleven days in completing their journey, were now enabled, when the tide served, to effect the same in one day.

In the same year, an act was likewise obtained for making the river Weaver navigable between Frodsham bridge and Winsford bridge, being a

*This important question is likely to be brought immediately under the consideration of the present parliament.

distance of twenty miles ; and since that time the Duke of Bridgewater's canal, the Leeds canal, and the Ellesmere canal, have all contributed very greatly to enlarge and expedite the intercourse betwixt this town and the interior of the country. And if we may be allowed to judge of the future from the past, it may not appear altogether visionary to suppose that the Railways, with their locomotive engines, from the decided advantages they offer for travelling and the conveyance of goods, may form an era in the improvements of the country, that may far transcend any thing that has hitherto appeared in the annals of nations.

Some idea may be formed of the very limited intercourse that existed in this part of the country anterior to, and during the greater portion of the eighteenth century, if we recollect that so late as 1760 no stage coach came nearer to Liverpool than Warrington ; and that ten years after this time the first coach was established betwixt this place and the metropolis, which went once a week, and was four days in completing the journey. If this fact be compared with the immense travelling carried on at this time betwixt Liverpool and every part of the kingdom, it will demonstrate perhaps as strongly as any circumstance can the vast increase that has taken place in the trade and population of this town since the above-mentioned period. The roads, which

at that day were few and nearly impassable, are now numerous, wide, and in good repair, studded on each side with elegant mansions and well cultivated farms, and almost constantly crowded with public and private carriages; affording a most vivid idea of the busy bustling scenes and never ceasing hum of a large city.

The periodical literature of this town is of comparatively modern date. The first newspaper was published by Mr. Robert Williamson, on Friday, the 28th May, 1756. The succeeding publisher of this paper was Mr Thomas Billinge, who entitled it *Billinge's Liverpool Advertiser*, and latterly it has been designated *The Liverpool Times*. The next weekly journal was commenced by Mr. John Gore on the 27th Dec. 1765, and it continues to be published by Messrs. Mawdsley, under the title of *Gore's Advertiser*. The increase in news-papers since that period bears a ratio commensurate with the growth of the town; for at the present time there are no fewer than nine weekly journals, and many of them can boast of an extensive circulation.

Of all the characteristics of modern society as compared with those of ancient nations, nothing is more strikingly effective in its operations than the press, which affords a rapidity and facility for communication, of which the ancients could have formed not the faintest idea, and which must act not only as the great bulwark of freedom,

but must also contribute mightily to the still further diffusion of knowledge and its concomitant improvement. Shortly after the establishment of the first newspaper, a taste for literary pursuits began to display itself here, for in the year 1770 the Liverpool Library was established. After this the Athenæum Library was formed, being now the most valuable collection of books in this vicinity. A particular description of these institutions will be given in the proper place.

Amongst the natives of Liverpool, none holds a higher claim to notice than William Roscoe, Esq., whose genius and attainments, at an early period of his life, attracted the attention and encomiums of the literati, not only of our own but of other nations. His *Lives of Leo the Tenth*, and of *Lorenzo de Medici*, have obtained more celebrity than any other works that have emanated from the press of this town. In his private and public life he ever enjoyed the highest esteem, being uniformly the steady and warm advocate of the rights and liberties of his fellow man, of whatever clime or complexion; he died on the 30th of June, 1831, aged 79.

The *Life of Poggio Bracciolini*, and several other works from the pen of the Rev. William Shepherd, show him to be an author of fine taste and erudite acquirements; for many years he has also been one of the most distinguished public speakers that his native town has possessed,

having been unceasingly the firm opponent of despotism and corruption, the fearless defender of the rights of the people, and from his earliest appearance in public the unfaltering and able advocate of parliamentary reform.

The late Dr. Currie, who was an enlightened and sincere friend of freedom, is likewise known as the biographer of the poet Burns. His Memoirs have been recently published by his respectable son, William Wallace Currie, Esq.

In the year 1769 the fine arts seem to have had some warm admirers here, as there was an Academy for Painting instituted during this year, under the title of the "Society of Artists of Liverpool."

John Deare, the sculptor, who was born in this town on the 18th Oct. 1760, is stated to have been a genius of high order; when only in his twentieth year he obtained the prize of a gold medal from the Royal Academy: the early specimen which procured for him this mark of distinction, is preserved in the Liverpool Royal Institution, where there are also two other productions executed by him at a latter period of his life. Deare, with some other young artists, were sent by the Royal Academy to Rome, for the purpose of pursuing their studies in that vast repository of ancient and modern art.

George Stubbs, an associate of the Royal Academy, was born in Liverpool in the year

1724, and was distinguished in the early part of his life for his anatomical pursuits. When thirty years of age he visited Rome, and on his return, fixed his residence in London. In 1766 he published the *Anatomy of the Horse*, having drawn and engraved the plates himself. Few of his contemporaries equalled and none excelled him in painting animals especially the race-horse. At the time of his death, which happened in 1806, he was engaged in a work entitled "A Comparative Anatomical Exposition of the Structure of the Human Body, with that of a Tiger and common fowl." He is said to have been endowed with extraordinary muscular strength.

The Drama seems at all times to have been a favourite amusement with the inhabitants of Liverpool; for so early as the year 1640, we find there was a Playhouse opened in a court at the bottom of James's-street, and afterwards there was another situate in Drury-lane, which was opened in 1759, and continued to be used for dramatic exhibitions until the present Theatre, in Williamson-square, was opened in the year 1772. This establishment is said to have been better supported than any other provincial theatre in the British dominions, and it is stated that several of its managers have realized large fortunes.

The first Oratorio in this town was performed in St. Peter's church, in the year 1766; the piece

was the Messiah. Though music has met with occasional patronage here, and the Music-hall in Bold-street was opened so far back as the year 1786, yet the encouragement bestowed on this sublime art has been so precarious and chilling, that no conductor of the concerts has ever been able to make them pay; and the late proprietor was constrained to relinquish the concern, after having sustained considerable loss.

REVIEW OF COMMERCE, POPULATION, BUILDINGS, &c.

The mayor of Chester, in the year 1648, was ordered by the privy council to make a return of the vessels belonging at that time to the port of that city; on which occasion William Williamson, the then mayor of this town, was unwilling to allow that Liverpool was dependent on Chester, but was finally forced to admit it, and the following report was made :

	Vessels.	Tons.	Men.
Chester and its Creeks.....	15	383	63

DEPENDENT PORTS :

Liverpool and its Creeks...	24	462	76
Beaumaris and its Creeks...	3	34	9
Carnarvon and its Creeks...	2	26	6

From this statement it appears that the worthy chief magistrate had good reason to dispute the

superiority of Chester over his own port. On comparing the number of ships belonging to the port in 1540 with this return, we find that in a hundred years the increase in vessels was exactly double, the amount of tonnage nearly treble, and the difference in the number of men employed was *one*. In 1752, we have an account that there were;—

83	Ships in the African trade.
124	..... West India do.
28	..... American and Foreign do.
21	..... London Cheese do.
101	Coasters and Irish traders.
80	Sloops and Flats on the river.
<hr/>	
437	Total.

This list shows the increase that took place in a hundred years to be in the proportion of eighteen to one,—a demonstration of the growing prosperity of the town at that period; and it appears to have continued in an accelerated ratio during the succeeding twelve years, as is seen from the Custom-house return for the year 1764, which states the number of vessels that were entered inwards to be 766, and those entered outwards to be 832, forming a total of 1598 entries made in one year. The salt trade must have been very considerable thirty years anterior to

this time, as it is mentioned that there were no fewer than eighty sloops, averaging fifty-five tons burthen, employed on the river Weaver in the conveyance of this article alone. This extensive traffic led to the building of the Salthouse Dock, which was exclusively appropriated to it. The tax on this necessary of life commenced in the reign of William III.

The commerce between this port and Ireland has long existed ; for in the quotation we have already made from Leland, who wrote his itinerary in the sixteenth century, he says : " Good marchaundis at Lyrpole, and moch Irisch yarn that Manchester men do buy ther." From that time the Irish trade has been constantly increasing ; but since the adoption of steam navigation it has received a vast impetus, unparalleled in the annals of commercial intercourse, by which means a transit regular and expeditious has been opened betwixt the port of Liverpool and the various ports of Wales, Ireland, and Scotland. The quantities of cattle and produce now imported from Ireland into this town is truly immense.

The total amount of Foreign and British ships, in the year 1821, entered inwards was 3381, and of those entered outwards was 2581, making altogether 5962 ; exhibiting in little more than half a century an annual increase of 4364 entries.

The intimate connexion between trade and

money has been strongly evidenced, on the various occasions whenever there has been a considerable extension or contraction of the circulating medium ; for after the government, by means of the expenses attendant on the American war, had drained the country of its gold, the result was the stoppage of the Bank of England in the year 1797. This evil was for a time remedied by the issuing of small notes, which then supplied the place of gold ; but, like every factitious substitute, eventually proved destitute of the solidity and permanence which reality alone possesses. The circulating of small notes by the Bank of England was speedily followed by a copious uttering of provincial bank paper, as well as a great quantity of bills ; this abundance, like a plethora in the human constitution, bearing the semblance of health, which is suddenly succeeded by extravasation and paralysis, was the cause of great distress among the commercial body of Liverpool, in the years 1807, and 1810 ; several houses that had been deemed not only solvent, but possessed of considerable riches, were obliged to stop payment. This shock serving as a purifier, caused a more cautious and less fictitious system of trade to be carried on from the aforesaid period, until some time prior to the year 1825, when a general rage for speculation, that had been generated by an excessive issue of paper money, was again checked by a sudden

drawing in of the Bank of England notes. This excited a panic almost unequalled in the annals of the country: in the metropolis and in the provinces nothing was heard of but stoppages; bankers, merchants, and tradesmen, all classes were threatened to be overwhelmed in one universal ruin. On this occasion it was declared by a member of the cabinet, in the House of Commons, that the nation had been within *forty-eight hours of barter*. Liverpool, like the rest of the trading community, sustained some very heavy failures.

POPULATION.

A comparison between the populousness of ancient and modern nations, has exercised the pens of some of the ablest writers of our own and other nations, but without producing any satisfactory result; however, the arguments and historical facts that have been adduced, incline us to the opinion of that party who contend that our species is more numerous now than it was in former times. Another fact, strikingly corroborative of this inference, is the rapid increase in the number of inhabitants belonging to Liverpool, during a period of little more than five centuries, as will be evident from an inspection of the subjoined table, which, though it may not be strictly correct, yet must approximate near to the truth :—

	Inhabited houses.	Uninhabited houses.	Population.
1255.	138	—	800
1700.	—	—	5,714
1720.	—	—	10,446
1730.	—	—	12,000
1740.	—	—	18,000
1760.	—	—	25,787
1773.	5,928	412	34,407
1790.	8,148	717	55,732
1801.	11,466	—	77,653
1812.	15,589	418	94,376
1821.	—	—	118,972
1831.	25,637	944	165,221

The inhabitants of the adjoining townships for 1831, were 40,760, and as all these places may, with great propriety, be said to form but one large town, the total amounts to 205,981, to which, if we also add the number of seamen belonging to the port, and who have been estimated at 10,000, the whole population will be 215,981.

BILLS OF MORTALITY.

	Baptisms.	Burials.	Marriages.
1660.	..... 3	..... 0	..... 0
1680.	..... 106	..... 51	..... 3
1700.	..... 132	..... 124	..... 35
1720.	..... 410	..... 293	..... 58
1740.	..... 485	..... 608	..... 137
1760.	..... 986	..... 599	..... 408

	Baptisms.	Burials.	Marriages.
1780.	1709	1544	606
1800.	3033	3080	1217
1810.	4001	3412	1434
1820.	4718	3157	1653
1830.	7258	3845	2220
1832.	7767	5866	2474

This table fully confirms the various estimates of the increase in the population of this town. The proportion of births between the males and females for the year 1832 is in favour of the former, the males being 3979, and the females 3788, leaving a majority of 191; and the number of deaths is less on the part of the males, being for them 2900, and for the females 2966, forming a majority of 66. Of the number of deaths of both sexes during the same year, it appears that a great proportion is on the part of infants, there being 1550 of those who have died under two years of age. The number of deaths during the year 1832 was much greater than in any of the preceding years, which may be chiefly attributed to the ravages occasioned by the cholera.

INCREASE OF BUILDINGS.

In our historical sketch we have seen that Liverpool, a few centuries ago, was a paltry town, altogether destitute of wealth and importance, and that not until the year 1699 was it made a separate parish from Walton, to which

it had previously been merely a chapelry. We have seen that its population in 1700 did not exceed 5714; consequently, we may justly infer that the number of dwelling-houses and cottages together could not, at that time, have been more than nine hundred, so that little more than a century ago this vast town, which now far exceeds in wealth and magnitude the capitals of many kingdoms, could not then, with propriety, be designated any thing but a village. The painting we have before mentioned, exhibiting a representation of this town as it was in the year 1680, a description of which we have inserted, shows its then insignificance and limited extent. At that time ferry-boats were kept at the bottom of Lord-street, and at the bottom of Sir Thomas's-buildings, for the purpose of conveying passengers over the water, which in those days flowed from the river along the present Paradise-street, Whitechapel, the Old Hay-market, and along Byrom-street; there was likewise a bridge at the lower end of Pool-lane, and another in School-lane. At the bottom of Dale-street there were flood-gates, for the repairs of which frequent orders were made. In 1680, Mr. Dansie built the first house that was erected on the eastern side of the pool; it was situate near the bottom of School-lane, and at the corner of Manesty's-lane. Until the beginning of the eighteenth century there was only one church; and an act

of parliament for building the first dock was obtained so late as the year 1708; whereas there are, at the present day, no fewer than twenty-three places of worship belonging to the established church, and nearly forty chapels belonging to the several bodies of dissenters.

The central locality of Liverpool with reference to the united kingdom, as well as being situate in a most populous country, the great seat of British manufactures, and to which it serves as the grand entrepôt for imports and exports, are circumstances that may be adduced as a primary cause of the rapid enlargement it has undergone since the period when the spirit of manufacturing and commercial enterprise began to manifest itself in this quarter of the empire.

One hundred and fifty years ago there does not appear to have been a single edifice to the south of the spot on which St. George's Church stands; and so late as the year 1770 Mr. Thomas Turner's farm, in Toxteth Park, was first broken up for the purpose of erecting buildings upon it. Ten years before this last mentioned period, the town extended eastwardly along Dale-street, no farther than Cheapside and Preston-street, and along Tithebarn-street as far as Key-street. A small part of Pitt-street, Duke-street, and Park-lane, was now built. There was only one house in Clayton-square; a small portion of Church-street was covered with houses, and a part of

the lower side of Williamson-square was then built.

If we imagine ourselves placed in the centre of the town as it existed at the period we have just been considering, and suppose a line circumscribing the buildings at that time the most remote from this centre,—and then survey the extent of the edifices existing in the present day,—we shall find that thousands of structures, closely crowded together, reach for more than a mile, in a northern, eastern, and southerly direction, outside the supposed line, besides a vast quantity of buildings to the west, and all this without including the suburbs. Indeed, so closely are Kirkdale, Everton, Low-hill, Edge-hill, and Toxteth Park, now connected with Liverpool, by numerous uninterrupted chains of edifices, that they may, without the slightest impropriety, be considered as composing but one vast city. From the northern to the southern extremities of the docks, constitutes a distance of nearly two miles and a half, and the quay room has been estimated at about eight miles, one thousand five hundred yards. These facts alone evince an amazing increase of wealth and population.

In 1730 there was only one carriage kept in the town,—a circumstance affording but a mean idea of the resources of the inhabitants at that time, and presenting a strong contrast to the perpetual rattle created by the gentlemen's car-

riages, and the numerous hackney coaches, which often throng the streets at the present day.

The increase of paupers seems to have been quite commensurate with the general growth of the town. The first poorhouse was situate in College-lane, but being ultimately too small for its inmates, the present workhouse was built. It was completed in the year 1771.

One of the most alarming features of British society at the present period, is the constant and rapid accumulation of pauperism, and unless some check be put to it, the class of the community immediately above those who are supported by eleemosynary aid must be reduced to the same level, and consequently add to the already intolerable load. Doubtless various are the causes that have led to this deplorable state of things, and notwithstanding the question has several times been brought under the consideration of the legislature, yet no plan has hitherto been devised that is at once unobjectionable and practicable.

The amount of parish rates in 1712 was £370, which, if compared with that of the last three years, will afford an amazing contrast, viz. :—

1830£51,498 15s. 10d.

1831 51,324 15 0

1832 62,415 2 7

It has been asserted that a great part of this sum is consumed by the vast numbers of poor

from the Sister Kingdom, who flock hither, and either obtain a settlement or add to the burthen by requiring to be passed to their own country. It is quite time that the legislature should devise some remedy for this evil. Why should the Irish poor be left destitute of the necessities of life, when their own country produces such abundance, and that merely to allow to the rich absentee greater means for riot and extravagance. In our opinion, the introduction of a proper system of poor laws into that part of the empire, so far from being detrimental to any portion of the community, would prove advantageous to all, by giving the lower orders an especial interest in the welfare of their native country, and by requiring the residence of the gentry, who would then spend at home that money which they now squander in other countries; and hence would arise a source of trade and employment, and this again might be succeeded by a sympathy and friendly feeling between the different classes of society,—on which, in a great degree, depends the prosperity of a nation.

The peaceable and orderly behaviour of the inhabitants of Liverpool is, perhaps, unsurpassed by that of any assemblage of an equal number of persons in any part of the world. The sum raised by the Commissioners of Paving and Sewerage in the year ending 1832 was £23,335 5s. 7d, and that by the Commissioners

for Watching and Lighting the town, amounted to £20,035 18s. 11d, which sums, combined with the Parish rates for the same year, make £105,786 6s. 6d.

MANUFACTURES.

The ship builders of this port have long held a distinguished character; many frigates and smaller vessels of war were formerly built here for government. There are also many large establishments for the making of iron chain cables, besides several iron foundries, noted for the manufacture of steam engines, particularly those used in steam navigation. There are likewise many factories employed in making ropes. The manufacture of chronometers and watches is carried on in this town to a very great extent; it is supposed that between two and three thousand persons are here constantly employed in this trade. This beautiful and useful piece of mechanism is said to have been brought to a higher degree of excellence by the artizans of this neighbourhood than it has attained in most other places. There are likewise several large establishments for the refining and baking of sugar.

SOIL, CLIMATE, &c.

The ground on which Liverpool and its environs stand is of a rocky nature, the superstratum being of a sandy quality, and in some

places the surface consists of peat, in others of marl and loam. Many parts of the vicinity are remarkably fertile, and for a considerable distance, in various directions, horticulture is carried on to a great extent. For many miles to the north of the town, the land immediately contiguous to the shore consists of nothing but vast accumulations of sand, which, until a few years past, offered to the spectator's view little more than a waste of monotonous sterility; but latterly many acres have been inclosed, and are now in excellent cultivation. Within the last twenty years extensive tracts of land in Woolton, Bootle, and Warbrick Moor were common, which at the present day are portioned out into farms, that are in a high state of tilth, exhibiting the pleasing fruits of ingenious and persevering industry,—and spots where once sterility and waste alone prevailed, are now the scenes of verdure and luxuriance.

Mr. Greenough, the president of the Geological Society, in his Geological Map of England, dated November, 1819, says, "There is a subterranean forest extending all the way along the coast, from the Ribble at Penwortham, near Preston, to the Mersey at Liverpool. The inner line of this forest takes in Longton Moss and Muchhool, crosses the Douglas, continues by Rufford, in a direct line to Ormskirk, comes near to Melling, passes to Litherland, and terminates at the Mer-

sey, opposite Everton. The parishes of Penwortham, Muchhool, Rufford, Halsall, Altcar, and part of Walton, stand upon the forest; taking the line pretty nearly of the Lancaster canal to Crowlane it extends to St. Michael's, and from thence keeps the canal line to Lancaster, and including the west side of the Lune, continues along the Kendal road to Warton; at Cartmel it appears again, and extends unto Furness, in that neighbourhood, for a short distance, say three or four miles, and a little of it is seen between Milnthorpe and the Sands."

Liverpool, like most parts of the country situate on the western coast, has been visited by violent storms. In 1565 a dreadful hurricane is stated to have carried away the only haven that was then in the town; and in 1757, another storm blew down forty-two feet of St. Thomas's church spire, sunk five ships in the river, and overturned several wind-mills. In 1793 a heavy gale upset the Frodsham market-boat, and seventeen persons perished, many flats were likewise sunk, and those on board were lost. Another storm in 1794 blew down the old wooden wind-mill on Copperas-hill, and caused much damage on the river. Again, in 1799, a violent hurricane arose, during which three vessels and all persons on board were lost, the roofs of many houses were carried away, several chimneys fell in, and some new houses were blown down. In 1802 much

damage was done by a storm, and in the river twelve persons perished belonging to the *Peggy*, of Greenock, five feet of Sefton church spire were carried away, and on this occasion the tide rose six feet higher than the calculation given in the tide table. In the year 1822 there was one of the most violent hurricanes that has occurred in this part of the country within the memory of the oldest person living; six people, in different parts of the town, lost their lives by the falling of roofs and chimneys, and several were drowned in the river. The following year was also attended by a storm, hardly less violent than the last-mentioned one. A young lady lost her life by the falling in of the roof and chimney.

Dr. Dobson says,—that “the maritime situation of Liverpool contributes to the mildness of the air; for, as the sea is of a mild temperature between the heat of summer and the cold of winter, the access of the tides must have a considerable effect in rendering each of these more moderate than in inland situations.” The same author ascertained the mean temperature of the whole of the year 1772 to be $54\frac{1}{2}^{\circ}$, being 78° in July, and 28° in February, giving a range of variations for the entire year amounting to 50 degrees. He says,—“The medium of the daily variations of each month was regularly increasing until May, and from thence until the end of December uniformly diminishing,” the average

of daily variations being four degrees and three quarters. The Doctor's observations led him to draw the following inference, viz. "That the dryness of the soil, the purity of the waters, the mildness of the air, the antiseptic effluvia of pitch and tar, the acid exhalations from the sea, the frequent brisk gales of wind, and the daily visitation of the tides, render Liverpool one of the healthiest places in the kingdom, in proportion to the number of its inhabitants."

From meteorological observations it appears, that here the most prevalent winds are from the north-west, and if we make an average of the number of days the wind blows from the several points of the compass during any given year, we shall find that it prevails in a considerably greater proportion from those quarters which afford a sea breeze,—a circumstance of great importance as respects the salubrity of the atmosphere. On the whole it may be fairly inferred, that few places in the same parallel of latitude possesses greater advantages with regard to the health of the inhabitants.

Liverpool is in $53^{\circ} 22' 30''$ of north latitude, and in $2^{\circ} 57'$ of west longitude. It is situate in the hundred of West Derby, in the county of Lancaster, and stands on the eastern bank of the river Mersey. It is bounded on the north by the township of Kirkdale, on the east by Everton, Low-hill, and Edge-hill, and on the south by

Toxteth Park. In situation it is considerably lower than much of the adjoining country, so that in very heavy falls of rain the lower parts of the town are frequently flooded,—a circumstance that has hitherto caused much detriment to some of the inhabitants; but this inconvenience is expected to be entirely obviated in a short time, as an act of parliament has been obtained, and which came into force in July, 1830, empowering a body of commissioners to levy a rate of fourpence in the pound on the parish assessment, to continue ten years, for the purpose of making sewers on a scale sufficiently large to carry off whatever superincumbent water may descend into the town. The plan has been made by Mr. Foster, and it is expected that it will answer all the ends desired, and consequently conduce very greatly to the cleanliness of the place, and to the health of its inhabitants.

The extent of the borough, from east to west, is estimated at 2300 yards, and from north to south at 4420 yards, making a circumference of 10,400 yards, and altogether forming an area of 2202 acres. The corporation are proprietors of 1000 acres, and the rest is the property of individuals. Once a year it is the custom for a certain part of the corporate body to ride what are vulgarly called the liberties of the borough, the limits of which are determined by certain marks, designated mere stones.

Like most corporation towns, Liverpool has its Court of Quarter Sessions, kept in presence of the mayor or bailiffs, and the times of its being holden are the same as were fixed for the court of general quarter sessions of the peace by the statute 2, Henry V. c. 4, viz. the first week after Michaelmas-day; the first week after the Epiphany; the first week after the close of Easter; and in the week after the Translation of St. Thomas-a-Becket. There is besides this a Court of Passage, holden every Thursday before the mayor or bailiffs. This court is said to have existed so early as the year 1229. Likewise for the further administering of justice, as well as the transacting of public business, either the mayor or some of the magistrates attend daily at the Borough Sessions House, in Chapel-street. Until the year 1832, when the reform bill was passed, the right of choosing two representatives to sit in parliament, and of electing the mayor, was vested in the free burgesses, the greater part of whom are labouring mechanics. The mayor and the two bailiffs are the returning officers, and are annually chosen on St. Luke's-day. The two representatives to sit in parliament are now elected by the inhabitants, who occupy premises rated at £10 and upwards, and by the free burgesses;—the latter alone have the privilege of choosing the mayor. So early as the reign of Edward I. this borough enjoyed the right of

sending representatives to parliament, and in the year 1584 we find it mentioned that the members of parliament, while in London, were allowed two shillings a day.

According to an act of George II. the common council, once a month, appoint seventeen commissioners, who constitute a Court of Requests, for the more ready recovering of small debts not exceeding forty shillings. At present it is held every Wednesday, in Derby-square.

The following statement shewing the number of vessels, and the amount of tonnage and dock dues, at eight different periods, may afford a comprehensive and comparative view of the increase and present magnitude of the shipping and commerce of this port, as well as of the extensive estate vested in the dock trustees:—

Year.	No. of Vessels.	Tonnage.	Duties received		
			£.	s.	d.
1734.	———— ..	———— ...	810	11	6
1760.	1,245 ..	———— ...	2,330	6	7
1780.	2,261 ..	———— ...	3,915	4	11
1800.	4,746 ...	450,060 ...	23,379	13	6
1812.	4,599 ...	446,788 ...	44,403	7	11
1820.	7,276 ...	805,033 ...	94,412	11	10
1827.	9,592 ...	1,225,313 ...	134,472	14	3
1830.	11,214 ...	1,411,964 ...	151,359	15	4

In the last named year, being from the 25th

June, 1829. to the 24th June, 1830, the total receipt of duties was as follows:—

Duties on Tonnage	£68,352	7	5
Ditto on Goods, viz.—			
Foreign Inwards	£51,957	3	5
Coastwise Inwards	16,993	0	6
Foreign Outwards	14,055	4	0
	<hr/>	83,007	7 11
		<hr/>	£151,359 15 4

Perhaps a still more forcible idea of the extensive commerce which is carried on here, may be formed from the subjoined account of the duties received at the custom-house in this town during six years, with intervals between each, viz.—

1801.	£1,092,267	0	0
1810.	2,675,700	0	0
1820.	1,488,100	0	0
1824.	1,984,500	0	0
1830, ending 1831...	3,563,583	15	5
1832, ending 1833...	3,924,983	10	10

The excise duty on spirits was transferred to the customs on the 5th of April, 1825. If we combine the duties of the custom-house with the dock and town's dues, we shall have the enor-

mous sum of more than four millions, paid annually by the shipping and produce entered inwards and outwards at this port. Then what must be the actual amount of merchandize imported and exported here in the space of one year? Betwixt this place and Manchester it was estimated three years ago, that one thousand three hundred tons of goods were conveyed per day; and that from Ireland almost solely, there were imported of live stock, during a period of two years and a half, ending Dec. 1829, 115,654 large cattle, 26,507 calves, 350,353 sheep, and 344,946 pigs. If we compare the amount of tonnage in the year 1812 with that of 1830, we find the increase in eighteen years to be rather more than threefold.

The income of the corporation estate for the year ending 18th October 1830, amounted to £123,368 14s. 6½d., and if the receipts of the dock trustees for the same year be taken conjointly, they will form an annual revenue of nearly £275,000, which is chiefly appropriated to the enlargement, decoration and improvement of the town.

If in addition to these large resources, which are likely to become still greater, we contemplate the many advantages that this town possesses with respect to the internal trade of the kingdom,—from being situate in a district which is the very seat of manufactures, and likewise enjoying the

superior facilities for transit to every part of the country afforded by the railways and canals, with her daily increasing imports and exports from and to most parts of the globe,—we may fairly conjecture that so long as Britain shall retain her situation in the catalogue of nations, Liverpool will keep pace in the general career of prosperity.

CHAPTER II.

DESCRIPTION OF THE TOWN.

PUBLIC EDIFICES.

NEXT to literary and scientific works, the most prominent and lasting evidences of the good taste, ingenuity, and industry of a people, are its architectural structures, in which are at once combined utility and ornament. Hence we perceive that the nations of antiquity the most celebrated in the pages of history for their attainments in literature and civility are those who have left behind them the most durable and beautiful specimens of art. Greece and Rome are hardly less famed for the admirable taste and skill displayed by their architects and sculptors, in the various remains of temples, theatres, aqueducts, &c. with which those classic soils abound, than

for the splendid monuments of human genius which have emanated from their poets, orators, and historians

THE TOWN HALL.

Among the public edifices that claim the particular attention of the visiter, the Town Hall deservedly stands first, which for external grandeur and interior commodiousness and splendour, is surpassed by few buildings in the kingdom. It is situate near the centre of the town, having the New Exchange Buildings on the north, and Castle-street on the south. The first stone was laid in 1748, and the whole was completed in 1754, under the direction and according to the design of Messrs. Wood and Son, of Bath. In 1795 the interior was consumed by fire, but has since been rebuilt under the direction of the late John Foster, Esq., at that time chief architect to the corporation. The expenses, including the furniture and internal decorations, were £110,000. The old cupola being thought too heavy, and not harmonizing with the rest of the structure, was removed, and the present one erected. The east and west fronts remain unchanged; but the part on the north side, which comprises the principal ball-room, has been added; and on the south side, a few years since, was built the portico and pediment,—an addition that has contributed much to improve the general appearance of this

elegant and magnificent edifice, which is of the Corinthian order of architecture. Its form is quadrangular, with a rustic basement, on which rises a range of columns and pilasters, having rich and finely finished capitals. Between the pilasters are handsome well proportioned windows, with semicircular heads. On the western, southern, and eastern sides, the spaces betwixt the capitals are ornamented with various designs, executed in bas-relief, emblematic of commerce. The whole is surmounted with a large and stately dome, in strict keeping with the rest of the building, and supporting a massive figure of Britannia in a sitting posture. The basement, or lowest floor, consists of a spacious kitchen, with suitable apartments appropriated to culinary purposes; and the next, or ground story, contains rooms for the mayor, committees, treasurer, the town-clerk, and other officers appertaining to the body corporate. Until a short time ago, the sessions room was in the northern side of this story.

The principal entrance is through the portico facing Castle-street, which leads to a large and splendid staircase that is illuminated from above by means of lateral windows in the cupola, and so skilfully arranged as to produce a particularly grand and pleasing effect. A fine white marble statue of the late Right Hon. George Canning, by Chantrey, has been recently placed here. A double set of stone steps leads to the upper story,

and opens into the saloon, which measures 30 feet 6 inches by 26 feet 6 inches, and is 25 feet high. It is furnished in a most superb and costly manner, and ornamented with full-length portraits of his present majesty, William IV., when Duke of Clarence, by Shee, another of George III., by Sir Thomas Lawrence; one of the late king, George IV., when Prince of Wales, by Hopner; and another of the late Duke of York, by Phillips. This apartment leads to the drawing-room on the west, which is 32 feet 6 inches by 26 feet 9 inches, and 25 feet in height, and communicates with the banqueting-room, in which the mayor entertains his guests. This apartment is splendidly furnished, and its dimensions are 50 feet by 30 feet, and 25 feet high. Returning to the saloon, we enter the eastern drawing-room, which measures 30 feet by 27 feet, and is in height 25 feet, and it leads to the smaller ball-room on the eastern side, which is lighted by three handsome glass chandeliers; the measurement of this room is 61 feet by 28 feet, and 26 feet high. With this the grand ball-room communicates, extending the whole length of the north front, and being in dimensions 89 feet by 41 feet 6 inches, and 40 feet high. It is illuminated by three superb glass chandeliers, each having twenty-four gas burners. The ceilings of all this suite of rooms are arched, and adorned with pannels and

gilt mouldings, and the walls are decorated with pilasters, formed of scagliola, equalling in appearance the most finely polished marble. The capitals of the pilasters corresponding with the Corinthian order, are of plaster, and exquisitely finished.

Before the stranger leaves this magnificent pile, he ought to visit the gallery that surrounds the dome, and which is elevated nearly 120 feet from the foundation. If the weather prove favourable, he will be presented with a panorama of no ordinary diversity and beauty, and which will amply reward him for the fatigue he may have sustained in ascending. The bird's-eye view of the town will enable him to make himself familiar with the relative situations of the principal buildings. To the east may be perceived Everton, Low-hill, and Edge-hill; to the north the river will be seen terminating in the Irish sea, which will appear to blend with the sky in the far distant horizon; and on the west will be afforded a complete view of the river, bounded on the further side by the Cheshire coast, which is finely diversified by the villages of Woodside, Birkenhead, and Tranmere, and in the background the Welsh mountains may be observed soaring in the clouds.

THE NEW EXCHANGE BUILDINGS.

This magnificent structure next merits the

notice of the stranger. The first stone was laid on the 30th June, 1803, and the whole was finished on the 1st January, 1809, under the direction of the late John Foster, Esq., according to the designs of James Wyatt, Esq. The free stone of which it is built is of an excellent quality, and was procured from the quarries in Toxteth Park, belonging to the Earl of Sefton. The whole expense amounted to £110,848, which was raised by subscription, in shares of £100 each, and £80,000 of this sum are stated to have been subscribed within a few hours after the books had been opened.

The Exchange Buildings consist of three sides, having three interior façades, the east and west facing each other, and the northern corresponding with that side of the Town Hall which is opposite to it, and which forms the fourth front, altogether enclosing an area that extends from north to south 197 feet, and from east to west 178 feet, making a quadrangle of 35,066 square feet, and being more than double the space occupied by the area of the London Exchange. The three façades are composed of a rusticated basement, which supports an elegant range of columns and pilasters, crowned with finely wrought Corinthian capitals, having an appropriate entablature and balustrade.

The central part of the north façade has a slight projection, 101 feet 8 inches in length, in

the centre of which is a superb recessed portico, 55 feet 5 inches wide, consisting of eight fine Corinthian columns, 25 feet high, and each made of one entire stone, surmounted by an entablature, on which are placed four figures, formed of Portland stone, and representing the four elements. In every respect this side corresponds with the northern front of the Town Hall, to which it constitutes a perfect counterpart. Its entire length from east to west is 177 feet 8 inches, and its height is 62 feet 4 inches. The east and west fronts are each 131 feet 2½ inches in length, and 55 feet in height. A piazza, 15 feet wide, extends along each of the façades, and from it into the area there are openings under plain arches, which rise from massive piers. This affords a ready and convenient shelter from the inclemencies of the weather.

The south fronts of the east and west wings are elegant specimens of the Corinthian order of architecture; each is 60 feet high and 75 feet wide, having six columns and two pilasters rising on the basement, and supporting an entablature. It is to be regretted, that in consequence of the contiguity of the surrounding edifices, no complete view can be obtained of the south façades of the Town Hall and Exchange Buildings.

Opposite to Oldhall-street is a finely proportioned Doric front, consisting of four pilasters, an entablature, and a pediment, supported by

three rusticated arches, that form the entrance into a large and splendid vestibule, composed of thirty-two Doric columns, with their proper capital and entablature, from which spring richly ornamented groined arches. The columns are so arranged as to make three avenues, the middle one being 16 feet wide, and the others 13 feet each. The architectural beauty of this arcade claims particular attention.

In the east wing is the news-room, the interior architecture of which is of the Ionic order, and consists of three avenues, formed by two ranges of eight columns each. The shafts are composed of one entire stone, and (including the base and capital) each measures 20 feet 9 inches. The walls are decorated with pilasters, according with the columns, above which rises a beautiful arched ceiling. The noble colonnade adds greatly to the grandeur of this apartment, which bespeaks the good taste and skill of the architect. The length of this room is 94 feet 3 inches, and the width 51 feet 9 inches. Above this is the Underwriter's-room, 72 feet long, and 36 feet broad, with a neat arched ceiling. The other parts of these buildings are used as offices, and the outer sides consist of large and commodious warehouses.

In the centre of the area, encircled by this vast and noble pile, was erected in the year 1813, a splendid bronze monument to the memory of the immortal Lord Nelson. It was modelled and

cast by Richard Westmacott, Esq., R.A., from designs, by Mathew Charles Wyatt, Esq. The whole expense, amounting to £9000, was raised by public subscription, pursuant to the resolutions of a public meeting held on the 15th November, 1805.

A circular basement, composed of Westmoreland marble, supports the monument, on the top of which stand the principal figures. The gallant hero is seen in an erect attitude, looking steadfastly on Victory, who is presenting to him a fourth naval crown, which he receives on the point of his sword, in addition to the three already placed there. By these are designed the glorious achievements of St. Vincent, the Nile, Copenhagen, and Trafalgar. In the moment that doubtful Victory declares him the conqueror, Death is beheld aiming the fatal blow from under the folds of the enemy's flag. At the same instant, from the back-ground, a sailor is perceived grasping a battle-axe, and impatient to inflict vengeance on the foe who had wounded his endeared commander. Britannia, leaning on her spear, with laurels in her hand, as if intended to reward her hero, seems overwhelmed with the sense of her loss, and for a time appears regardless of glory.

Around the pedestal are ranged four full-sized captives, sitting in a bending posture, manacled and chained, emblematic of the subdued and

humbled condition of those enemies who had aimed to bring England into subjection. In the spaces between these figures are compartments, beautifully decorated with designs in bas-relief, descriptive of some of the admiral's chief naval engagements. The other parts of the pedestal are richly ornamented with laurel festoons, lions' heads, &c.; and in brass letters on the moulding, is inscribed the ever-memorable charge uttered by the bravest of the brave,—“England expects every man to do his duty.”

This superb specimen of the fine arts may fairly be cited as an example of exquisite taste and masterly execution.

THE BOROUGH SESSIONS HOUSE.

In Rumford-street, to the west of the Exchange Buildings, is the Borough Sessions House, which was opened on the 20th of October, 1828. Prior to this time the sessions were held in the Town Hall. The two principal entrances are from Chapel-street, which lead by winding staircases to a large saloon, measuring 23 feet by $17\frac{1}{2}$ feet. This part is decorated with four elegant columns, and from it is an entrance into the large court-room, which is 61 feet long, 39 feet wide, and 23 feet high, and adorned with twelve handsome pilasters, supporting the ceiling, which is divided into compartments, and ornamented with a beau-

tiful cornice. A considerable space at the entrance end of the room is assigned to the accommodation of the spectators, and in order that the sight may not be impeded by those standing in the front, a gentle elevation has been preserved by steps 4 inches deep, and 18 inches broad. The farther part is inclosed, and fitted up for the convenience of the magistrates, barristers, and officers belonging to the court, &c.; and above the magistrates' bench is a gallery, having a handsome light balustrade, which is likewise allotted to the use of the auditory. The light is admitted through two neat cupolas, adorned with beautiful stucco-work; from the centre of each is suspended a handsome bronze chandelier, illuminated by gas burners. This apartment is admirably adapted for hearing, and well ventilated. Near the entrance is the bar where the prisoner stands during trial, and it communicates with the cells on the ground-floor, which are assigned to the custody of culprits.

Besides this there is another court-room, of smaller dimensions, and appropriated to the transacting of ordinary business. There are also other rooms for the use of the magistrates, and the officers pertaining to the court.

The extreme length is 174 feet, and the breadth is 59 feet at the south end, and 81 feet at the north end. The architecture is possessed of simple elegance, and the building is in every

respect suited to the purposes for which it was designed.

THE CUSTOM HOUSE.

In an architectural point of view, this edifice is, at the present day, in every respect unworthy of the town. It is a plain brick building, having an entrance by a flight of steps into a vestibule, altogether destitute of ornament, which communicates with several offices on the same floor; and from it a common staircaise leads to the long-room, which with a few offices occupies the upper story. A yard and warehouses form the back part of these premises, The centre of the front is ornamented with the king's arms in bas-relief, on a stone tablet.

But this structure is destined ere long to give place to one of the most magnificent modern edifices that this country will have to boast of, and which is to stand on the site of the Old Dock. On the 12th of August, 1828, the first stone was laid by Thomas Colley Porter, Esq., the mayor during that year. This ceremony was attended by a most numerous and respectable procession, consisting of the common council and other gentlemen, with most of the artizans belonging to the several trades of the town. In the evening a numerous party of two hundred gentlemen partook of a sumptuous feast, given by the mayor in the large ball-room in the Town Hall.

The elevation of the intended new Custom House, which is to be of the Ionic order of architecture, and which is to be built of fine free stone, presents a truly grand and magnificent appearance. It is composed of three façades, rising on a rusticated basement, each of which is decorated with a splendid portico, consisting of eight handsome Ionic columns, supporting an appropriate pediment, and producing a varied elegance and grandeur. The portico on the north façade will form the entrance to a superb vestibule, of the Doric order, serving as an avenue or public thoroughfare, from the bottom of Pool-lane to the part opposite to Mersey-street.

This vast pile will be surmounted by a stately and handsome dome, the summit of which will be 130 feet above the ground. The length of the north façade, from east to west, is 470 feet, and the wings from north to south are each 220 feet,—so that the space now covered by the foundation (which is finished) is more than double that occupied by the Exchange Buildings.

The total expense is estimated at about £200,000. The government is to furnish £150,000, and the remainder is to be supplied by the corporation.

The central part is to be appropriated to the various offices belonging to the Customs and Excise; the east wing is intended for the offices pertaining to the Dock Trustees, and the west wing is designed for the Post Office department.

Beneath there will be a number of spacious and excellent vaults, intended as a depository for goods of various descriptions. About five years have elapsed since the work was regularly commenced, and it is expected that in three years more the whole will be completed, when this town will possess one of the most splendid edifices in the kingdom, and will serve as a model of the fine classical taste of the architect, Mr Foster.

THE DOCK OFFICE.

Adjoining to the Custom House is the Dock Office, which is appropriated to the receiving of dock dues, and the transacting of other business pertaining to the trustees. And contiguous to this is the Dock Police Office, where one of the magistrates attends daily to hear cases of offence against the laws and regulations respecting the shipping that may be lying in the docks, or at anchor in the river, and to remit or levy fines for such misdemeanors.

THE EXCISE OFFICE.

This building is not deserving of any particular notice, as it consists merely of two dwelling-houses, on the south side of Hanover-street, which have been appropriated to this purpose. A part of the new Custom House is to be allotted to this office.

THE POST OFFICE.

This building is situate in Post Office-place, between Church-street and School-lane, and is opened every morning at about a quarter past nine o'clock for the first delivery of letters, and remains open until half-past twelve o'clock at noon, at which time it is closed for half an hour. This delivery comprehends the letters brought by the Birmingham mail, including bags from York, Leeds, and Manchester, the Holyhead mail, the Carlisle mail, with bags from Edinburgh and Glasgow, and the Dublin Packet.

At one o'clock the office is re-opened for the second delivery of letters, which comprises those brought by the York mail, and includes bags from York, Leeds, Bradford, Halifax, Rochdale, Bury, Bolton, and Wigan.

At a quarter past four in the afternoon the office is again opened for the third delivery. This comprises letters brought by the Manchester mail, with bags from Prescott, Warrington, Manchester, and Sheffield.

The fourth delivery takes place at a quarter before seven o'clock. The letters delivered on this occasion are those brought by the London mail, and the Lancaster mail, containing letters from London, Coventry, Lichfield, Coleshill, Newcastle, Lawton, Bristol, Birmingham, Knutsford, Warrington, and Prescott. This delivery, which likewise comprises letters from all Foreign parts,

continues until half-past nine o'clock, at which time the office closes every night.

Any delay in the arrival of the various mails will occasion a corresponding delay in the deliveries.—The Receiving Houses are situate at the following places, viz,—

No. 75, Old Hall-street.—Mr. James Gerrard, druggist.

No. 2, Scotland-road.—Mr. T. B. Furness, druggist.
Kirkdale.—Mr. Robinson, smallware dealer.

Everton, Church-street.—Mr. Edward Thomas, provision dealer.

London-road, near the Monument.—Mr. James Owen, druggist.

Edge-hill, opposite to the Church.—Mrs. Jancy, shopkeeper.

No. 48, Mount Pleasant.—Mr. William Harvey, shopkeeper.

Harrington, St. James's-place.—Misses Sankey, confectioners.

The letters are carried from these places to the General Office at twelve o'clock at noon every day, except Sunday, and at half-past eight o'clock in the evening; and letters put into any of the Receiving Houses before twelve o'clock will be in time for the early mails.—From ten to two o'clock on Sundays, the Post Office is not open for the delivery of letters.

THE BATHS.

This plain but elegant structure is situate between George's Dock and the river. The erection of it was commenced in the year 1826, and it was opened in May, 1829. It is of a quadrangular form, being in length from north to south 239 feet, and in width from east to west 87 feet. On the west side are two neat porticos, each composed of eighteen columns and two pilasters. In the middle is the principal entrance, which divides the two porticos, and has a projection of about eight feet, corresponding with the two wings, which on this side project an equal distance from the body of the building. The pillars are formed of cast iron, and by means of trusses resting on the caps, support a neat cornice crowned with a parapet. The walls are rusticated, and the east front has no portico. The entrance to the engine house is from the middle of this side. This building is only one story high, and is open at the top in the parts over the two large baths; but these openings are covered with awnings, to prevent the soot from falling into the water. From the centre rises a stone chimney, having the form of an obelisk.

The water that supplies the baths is received from the river into an extensive reservoir, which is capable of containing 800 tons of this element.

The baths appropriated to the use of the ladies occupy the south wing, and consist of one large,

four warm, and two private cold baths. The principal one is 39 feet in length, and 27 feet in width, being of a quadrangular form; the depth at one end is 3 feet 6 inches, and at the other is 4 feet 6 inches. A covered gallery and commodious dressing-rooms surround this bath, and until the present season it was uncovered, but in consequence of the soot falling into the water, an awning has been placed over to prevent this inconvenience. On the eastern side is an entrance to the saloon, that communicates with the warm baths, each of which is supplied with a convenient dressing-room, and furnished with a comfortable fire-place.

The northern wing is assigned to the gentlemen's baths, the largest of which is in the form of quadrangle, and measures 45 feet by 27 feet. It is 3 feet 6 inches deep at one end, and 5 feet 6 inches deep at the other, and until this year was open at the top, but has now an awning drawn over. The space around this bath has a projecting roof, supported by iron pillars; and adjoining there are twenty-three smaller, besides some larger dressing-rooms. One of the latter leads to a private cold bath. In addition to these there are four private warm baths, besides,—one tepid, one vapour, or sulphur, and another a shower bath. On the east side an entrance leads to a spacious saloon, lighted from above, which communicates with the private warm baths.

The middle part of this building is occupied by a steam engine, which is used to force the water out of the reservoir into tunnels, where it undergoes a process of filtration, by which means it is purified and rendered clear.

The two principal baths are entered by descending stairs at each end, and all are lined with beautiful white tiles, which produce a remarkably neat and clean appearance. The entire edifice is admirably adapted to answer all the ends for which it was intended, and affords every convenience for the purpose of bathing.

THE CORN EXCHANGE.

This building, which measures 114 feet by 60 feet, is situate on the south side of Brunswick-street, and is adorned with a handsome stone front, of the Doric order of architecture. The whole was erected from the designs of the late John Foster, Esq., at an expense of £10,000, which sum was raised by subscription, in shares of £100 each. The first stone was laid on the 24th of April, 1807, and the opening took place on the 4th of August in the succeeding year.

The general meeting of merchants, and others connected with the corn trade, is held here for the transacting of business. The market days are Tuesdays and Fridays, from eleven to one o'clock.

THE TOBACCO WAREHOUSE.

This extensive pile is built of brick, in a plain

unornamented style of architecture, and is situate on the west side of the King's Dock. The walls are eighteen inches thick, and extend from north to south 575 feet, and from east to west 239 feet, enclosing an area of three acres one rood and twenty perches statute measure. All tobacco imported is deposited here until the duty is paid. This structure was erected by the corporation, from whom it is rented by the government. The pier on the west side affords an extensive prospect of the river and the opposite coast, and at high water forms a pleasant promenade.

THE DOCKS.

One of the most remarkable improvements peculiar to seaports in modern days, is the construction of spacious and commodious docks, by which vessels are sheltered from the dangers and inconveniences incident from an exposure to the inclemencies of the weather, especially during boisterous winds. By this means great loss and damage are prevented to the public, and a more ready and facile method of loading and discharging vessels is afforded; besides the goods to be embarked or landed are less exposed to injury, and a considerable saving of time and labour is obtained.

A survey of these wonderful works will occa-

nion no small degree of surprize and admiration, if we consider that every inch of ground on which they stand has been slowly, but incessantly gained from the river, by dint of human labour and ingenuity, in despite of the never-ceasing resistance made by the waters from the ocean, which run twice in every twenty-four hours, to assert their claim to the limits of their ancient boundaries.

The entire length of the river wall, comprising the new works at the north and south, is 2 miles 820 yards, without including the several openings; and the docks at present occupy a space of more than 100 acres,—the whole of which inroad on the river has been effected in a period of little more than a century.

In our description of the Docks we shall pursue a method in accordance with locality, rather than one founded on priority of time. We shall therefore commence with the south, and so proceed to the north; by this means the visiter may more easily make himself acquainted with these immense works, a survey of which will amply compensate him for his trouble.

THE BRUNSWICK DOCK.

This dock is situate in Queen Anne-street South, and is intended to be the last that shall be built on the south part of the town. It is designed chiefly for the use of shipping employed in the timber

trade, and is of greater dimensions than any other dock that has hitherto been constructed here. It is likewise to be furnished with two graving docks. The east and west sides measure each 430 yards, and the north and south ends extend 140 yards each.

The Half-Tide Basin is to the north of this dock, and communicates with it and the Queen's Dock. Its dimensions are 120 yards by 108 yards. The Brunswick Dock Basin is connected with this on the west, and the north and south sides are each 200 yards long, and the east and west sides are each 120 yards long.

THE QUEEN'S DOCK.

This dock, which cost £35,000, was opened on the 17th April, 1796, and the first vessel that entered it was the American brig *Baltimore*. The gates are 42 feet wide, and 28 feet deep, and over the entrance is a handsome cast iron swivel bridge. Shipping freighted with timber, and Baltic and Dutch vessels, chiefly frequent this dock. The length of the east side is 460 yards, and that of the west side 435 yards; the north end measures 110 yards, and the south end 90 yards. On the south end, and on the east and west sides, are commodious sheds for the protection of goods from the inclemencies of the weather during the time of loading or discharging. The quay is very extensive, and between it and

the river are Nos. 4 and 5 Graving Docks, each 170 yards in length, and admirably contrived for the building and repairing of ships. These docks communicate with the King's Dock Basin, and by means of sluices in the gates, can be left dry when required for the purposes of ship building.

THE KING'S DOCK.

To the north of the former is the King's Dock, which was opened on the 3rd of October, 1788, having cost £25,000. The first two vessels that entered it were the *Amphitrite* and the *Hannah*. All ships laden with tobacco are obliged to discharge their cargoes here, in order to be deposited in the Tobacco Warehouse, which is situate on the west side. This dock extends from north to south 270 yards, and from east to west 95 yards, and is surrounded by a spacious quay, with sheds for the discharging of tobacco. The entrance is from the basin to the south side, where are strong gates, 28 feet deep and 42 feet wide, and a neat cast iron bridge, which moves on a swivel, crosses this entrance. In this dock a Floating Chapel has been moored for several years, and is appropriated to the use of sailors, and divine service is performed in it every Sunday.

THE DUKE'S DOCK.

This was constructed by the late Duke of Bridgewater, for the purpose of loading and dis-

charging the flats belonging to him. It is supplied with an elegant and commodious range of warehouses, arched in the centre, so that vessels can be placed under the very rooms of the building, and by means of hatch-ways the cargoes are loaded and unloaded without being exposed to the weather. This dock belongs to the executors of the late Duke of Bridgewater.

THE SALTHOUSE DOCK.

The form of this dock is rather irregular, being on the east side 297 yards, at the south end 80 yards, on the north end about 150 yards, and together with its passage, comprising an area of 23,025 yards. It was opened in the year 1753, and took its name from an adjacent salt-work, at that time situate on the site now occupied by Orford-street, but since removed to Garston. On the east side is a range of extensive warehouses, under the front part of which is a piazza, for the accommodation of persons passing along the street. The vessels that usually lie in this dock are chiefly employed in the Levant, the Irish, and the Coasting trade. The gates are 23 feet deep, and 34 feet wide. A few years since several buildings which stood at the north end were removed, thereby giving a considerable increase of quay-room. It is the intention of the corporation to enlarge this dock; and also that part

lying on the west, which is at present appropriated to various yards belonging to ship-builders, is intended to be formed into a dock for the reception of the vessels employed in the carrying or inland trade.

THE DRY DOCK.

A few years ago this dock was repaired, when new walls were erected a little further back than where the original ones stood. The west side is 150 yards in length, the north end 64 yards, the east side 219 yards, and the south end is 108 yards in length. On the west side are Nos. 1, 2, and 3, Graving Docks, which communicate with this, and are used for the repairing of vessels. The shipping which frequent this dock are chiefly employed in the coasting trade, and import corn and other productions peculiar to this kingdom, and in return take the various foreign products brought into this port. About five years since, the buildings which occupied the east side of this dock, as well as the whole of those situate on the west side of Strand-street, were entirely removed.

GEORGE'S DOCK.

The first stone of this dock was laid on the 1st of April, 1767, and the whole expense amounted to £21,000. About nine years ago it was re-

paired, and considerably enlarged, being carried $21\frac{1}{2}$ yards further to the west. At the south end it communicates with the Dry Dock by means of an entrance 110 yards long, the gates of which are 25 feet deep, and 36 feet wide, and those at the north end are 29 feet deep, and 42 feet wide. In length it was 246 yards, and in width 100 yards, including an area of 26,068 square yards. On the east side stands a magnificent pile of warehouses, having an extensive piazza for the convenience of foot passengers. The quay-room surrounding this dock is spacious, and on the western side are sheds, by which goods may be prevented from sustaining injury by the rain. The Basin is situate on the north, and its dimensions are at the south end 163 yards in length, the east and west sides are each 112 yards long, and the north end 154 yards.

To the south of George's Pierhead is the Manchester Dock, which belongs to the Mersey and Irwell Company, and is appropriated to the reception of the flats employed in the carrying of the various products of many of the adjacent counties.

THE PRINCE'S DOCK.

The stability and beauty of the architecture displayed in the construction of this dock calls forth the admiration of every judicious observer.

The foundation stone was laid on the 17th May, 1816, and it was opened on the 19th July, 1821, the same day that the ceremony of the coronation of the late king George IV. was performed. On this occasion the numerous bodies of artizans belonging to the town were assembled on the adjoining quays, accompanied by bands of music, and those of each trade having banners, decorated with their peculiar devices. The first vessel admitted was the *May*, a Liverpool-built ship, whose entrance was announced by a salute of nineteen guns, amidst the joyous acclamations of an immense concourse of spectators, who afterwards in procession preambulated some of the principal streets of the town, and spent the remainder of the day in joy and festivity.

The length of this dock from north to south is 500 yards, and the average width from east to west is 110 yards, containing an area of about 54,000 square yards. The total expense has been estimated at £650,000. At each end there is a dwelling-house, with appropriate offices, designed for the use of the dock-masters. There are two entrances, one from George's Dock Basin at the south, the gates of which are 45 feet wide, and 34 feet deep, and another at the north end, whose gates are of the same dimensions. Each of these passages is furnished with a lock, so framed as to admit vessels either in or out at half-tide. This dock and its quays are enclosed

with high brick walls, having gates at the north and south ends, and on the east side.

Between the western wall and the river is the Marine Parade, which is 750 yards long, and 11 yards broad, and protected on the side next to the water with a stone wall about a yard high. There are also three flights of steps down to the river, for the convenience of passengers, who may land or embark at any state of the tide. At high water this forms one of the most varied and delightful marine promenades in the world.

The Basin belonging to the Prince's Dock is situate at the northern end, the north and south sides of which are 140 yards each, the east end extends 130 yards, and the west end 138 yards.

THE CLARENCE DOCK.

This dock, which is the last to the north of the town, was opened on the 16th Sept. 1830, and consists of a principal dock, 250 yards long, 135 yards broad at the north end, and 111 yards broad at the south end, with a Basin 160 yards by 100 yards, between it and the river, furnished with gates, by means of which vessels may be admitted inwards and outwards at half-tide. The stone of which the walls are formed is of the most durable quality, and the masonry surpasses that of most works of this description. On each side of the passage two beautiful circular offices

have been erected, supplied with windows on all sides, through which a complete view is obtained of every part of the dock and its quays. A lofty and spacious shed extends the entire length of the eastern side, and the whole of these works, on the north, east, and south sides, is immured by a strong and high wall.

The arrangement and completion of this dock reflects the greatest credit on the surveyor, Mr. J. Hartley.

Between this and the Princes Dock Basin are three other intended wet docks, with an extensive Graving Dock, which is to be supplied with patent slips. These works are in an advanced state, and are expected to be finished within a short period.

Each of the pierheads is supplied with flights of broad and commodious steps, designed for the convenience of persons landing from or embarking on the various vessels which are constantly entering or leaving this port. Since the application of steam to navigation, the intercourse between this town and Cheshire, as well as the different harbours of Wales, Ireland, and Scotland, has been increased in an extraordinary degree. The perpetual throng occasioned by the influx and efflux of passengers is truly astonishing.

The liberal spirit on all occasions manifested by the Corporation and Dock Trustees, in the providing of every accommodation for all those

who may frequent this harbour, is deserving of the highest commendation.

To prevent the docks from being choked up by the constant accumulation of slime brought in by the tide, it is requisite that they should be regularly cleaned. Formerly this was effected by a great number of men, who removed the sludge by means of spades, on which occasions the water was excluded from the dock ; but within a few years past a dredging machine has been used for this purpose, and is found to be much more effectual and expeditious. It is worked by a steam engine of ten-horse power, and possesses this great advantage over the former method,—that it is not necessary to let the water out of the dock during the time of removing the mud.

The consequences of a fire breaking out among the shipping might prove most destructive. For this reason several severe regulations have been adopted, which have hitherto produced the greatest advantage to the community ; yet notwithstanding the most inflexible enforcement of the various penalties from the offending parties, scarcely a day passes without some instances of negligence or obstinacy. To have gunpowder on board subjects the master to a penalty of £5, and to have any combustible material, either on the deck or on the quay, renders the offender liable to a fine of the same amount. To have a fire on board a vessel, or a lighted candle, except

protected by a lantern, and in the presence of a custom-house officer, is punishable by a fine of £10, and to smoke tobacco incurs a penalty of £2.

To each dock there is a dock-master allotted, whose business it is to superintend the flood-gates at every tide, and to assign to each vessel its station, whether for discharging or taking in its cargo ; without this useful officer all would be disorder and confusion. Four men are also assigned for the management of each of the gates, whose duty is to open and shut them at certain periods. Besides these there is a harbour-master, who is appointed to overlook the general management of the whole port.

According to an act of parliament, which was obtained in the year 1825, a committee was appointed for the government of the docks. This body is composed of thirteen trustees, and eight rate-payers. The common council nominate and appoint the trustees, and likewise fill up every vacancy. At the expiration of every three years four of the committee retire, and their places are filled up by ballot ; any member who may have retired is eligible to be re-elected. Eight of the committee are nominated from the merchants and ship-owners by the rate-payers, whether principals or agents for principals, provided they reside not more than eight miles from Liverpool, and have paid duties and rates to the amount of

£10 within one year prior to the election. None but a natural born subject of Great Britain, or one who has been naturalized by law, and who shall also have resided in Liverpool or its vicinity during five years previous to the day of election, and shall have paid rates and duties on his own individual account to the amount of £50,—and as a partner of any firm, or acting as agent for any person residing more than eight miles from Liverpool, shall have paid rates to the amount of £100. The chairman continues in office six years; he keeps the common seal, and like the rest is eligible to be re-elected. The committee meet at least once a week (or oftener if the chairman or deputy-chairman deem it desirable), for the transacting of business, and seven of them are competent to act. All their proceedings may be rejected or confirmed by the common council.

Hitherto these extensive works have been accomplished by means of loans raised by the dock trustees on bond, for the payment of the principal and interest of which the rates are to be appropriated agreeably to an act of parliament. In the event of these bonds being entirely liquidated, the duties are to be reduced, so as to leave an amount equivalent to the expenses that may be incurred by the establishment, and the repairs of the docks.

The certificate of the commissioners, appointed in the 10th of George I. and mentioned in the

records of the Exchequer, states the boundaries of the port of Liverpool to be "from the Red Stones in Hoy Lake, on the point of Wirrall southerly, to the foot of the river called Ribble Water, in a direct line northerly, and so upon the south side of the said river to Hesketh Bank easterly, and to the river Astland and Douglas there; and so all along the sea coasts of Meols and Formby, into the river Mersey, and all over the rivers Mersey, Irwell, and Weaver."

The income arising from the dock duties, during the last twenty years ending the 24th June, 1830, amounted to £2,035,452 10s. From the great extent of her docks, and the wealth and enterprise of her inhabitants, Liverpool may be justly entitled to the character of being the second seaport in the kingdom.

THE LIVERPOOL ROYAL INSTITUTION.

This structure which was originally a gentleman's dwelling, is situate in Colquitt-street, and was purchased by the present proprietors for the sum of £9000, but has since undergone various alterations, according to the directions of the late Mr. Edmund Aikin. The whole expense including that of the improvements and additions, has been estimated at about £14,000.

On the ground floor is an elegantly furnished

Reading-room, ornamented with several ancient pictures, formerly belonging to the collection of the late William Roscoe, Esq. These paintings are the productions of some of the early masters, and are strikingly illustrative of the progress made in this pleasing art at different periods down to the beginning of the fifteenth century. This apartment is also supplied with a select library, and many of the periodical works, and is designed for the use of the subscribers. The lobby, which communicates with several other rooms on this story, leads to the Lecture-room, which is 30 feet broad and 50 feet long, having seats formed in an ascending order, similar to an ampitheatre, and is capable of holding more than five hundred people.

The upper stories are allotted to the Museum, which contains a great variety of subjects in natural history and all in the finest state of preservation. There are about one thousand birds, and a very numerous collection of mamalia, with nearly two thousand five hundred specimens in mineralogy. These collections are the most extensive in this part of the kingdom, and are daily receiving new contributions.

The Statue Gallery adjoins the Museum, and contains a complete set of casts from the Elgin marbles, which were presented to this institution by the late King George 4th. The justly-admired originals formerly decorated the tympana

of the east and west pediments of the Parthenon at Athens ; but during the siege of that city by the Venetians, in the year 1687, they were thrown down by the bursting of a bomb. The Earl of Elgin, while on his embassy to the Ottoman Porte, obtained permission to remove these splendid specimens of sculpture to this country, and in the year 1816 they were purchased by the parliament, for the sum of £35,600, and deposited in the British Museum. These relics of Grecian art, are ranked among the finest productions of human genius ; and the exquisite taste and masterly execution displayed by the artist, have called forth the warmest expressions of delight and admiration from the most eminent sculptors and painters.

Mr. West the late president of the Royal Academy says, " Had I been blessed with seeing and studying these emanations of genius at an earlier period of life, the sentiment of their pre-eminence would have animated all my exertions ; and more character, and expression, and life would have pervaded all my humble attempts in historical painting." Pursuits, pp. 54, 55.

And the most distinguished of modern sculptors, Canova, bears the following testimony to the superior excellence of these productions ; - " I think that I can never see them often enough : and although my stay in this great capital must be extremely short, I dedicate every moment

that I can spare to the contemplation of these celebrated remains of ancient art. I admire in them the truth of nature united to the choice of the finest forms. Every thing here breathes life, with a veracity, with an exquisite knowledge of art, but, without the least ostentation or parade of it, which is concealed by consummate and masterly skill."

These casts represent the chariot of the sun emerging from the ocean, a recumbent figure supposed to be river god Ilissus; a group imagined to be emblematic of Ceres and Proserpine; a back of the Torso of Neptune; another group, representing the Fates; and a figure of Theseus. The Metopes present a representation of the conflict between the Centaurs and Lapithæ; together with the Panathenaic procession, which was celebrated at Athens every fifth year in honour of Minerva.

The late A. Littledale, Esq. presented casts of an Apollo di Belvedere, a Venus de Medicis, a Gladiator, and a Diana.

Mr. John Foster, jun. gave to the institution the casts of the Egina and Phygalian marbles; the former were discovered at the temple of Jupiter Panhellenius, in the island of Egina, in the Saronic Gulf, in the year 1811; and the latter were found at the temple of Apollo Epicurius, on mount Cotylius, near Phygalia, in Arcadia, in the year 1812, by Messrs Foster, Haller, Linckh, and Cockerell.

Besides these there are two productions by John Deare, who was a native of Liverpool,—one in alto relievo, representing Satan starting up at the touch of Ithuriel's spear, while Adam and Eve are asleep ; the other in bas-relief, in which queen Eleanora is seen applying her mouth to the wound of king Edward, which has been inflicted by a poisoned arrow.

The first public meeting for the formation of the Liverpool Royal Institution, was held on the 31st March, 1814, when B. A. Heywood, Esq. was called to the chair, and it was unanimously resolved, "that a building should be erected in a convenient situation, apparatus provided, a museum founded, and a permanent fund formed ; that lectures should be delivered, and that £20,000 should be raised, in shares of £100 or £50 each with proportionate privileges annexed." On the 20th June in the same year a second meeting was convened, and Lieutenant-General Dirom took the chair. On this occasion it was announced that £20,000 had been subscribed, and that the books would remain open until £10,000 more should be raised. Afterwards the present premises were purchased, and the institution (which was incorporated by royal charter on the 24th Nov. 1822) was regularly opened on the 25th Nov. 1817, when an appropriate address was delivered by William Roscoe, Esq.

The design of the founders of this institution was the dissemination and advancement of

science, literature, and the fine arts. In 1814 the committee published a statement, in which they say, that "in order to induce men of learning and science to fix their residence and become teachers in Liverpool, it is proposed to establish a fund, from which such remuneration as may be necessary might be afforded to them, for delivering lectures and instruction in different branches of literature and science. These lectures are intended not only for the instruction of youth, but also as a rational source of information and recreation for persons further advanced in life, who may be thus made acquainted, in the most satisfactory and interesting manner, with the rapid progress of literature and science which characterizes the present age.

"The systematic courses of lectures which it is intended to encourage as far as may be practicable from the funds of the institution, are, 1. Philology, or the structure of ancient and modern languages, chiefly with a view to the attainment of accuracy and elegance in our own. 2. History, ancient and modern. 3. Moral philosophy and political economy, the latter including commerce. 4. Chemistry, showing its application to the arts. 5. Natural History, including geology and mineralogy. 6. Natural Philosophy; the astronomical part to be explained with an orrery; the mechanical branches to be illustrated by models of the most approved

machinery. 7. Botany, gardening, and agriculture. 8. Anatomy, surgery, and medicine."

The late Henry Blundell, Esq. of Ince, who was always an ardent admirer and munificent patron of the fine arts, bequeathed the sum of £1600, which was vested in the hands of trustees for the purpose of erecting a suitable building, to be appropriated to the use of the artists of this town. In consideration of an Exhibition-room and other apartments being assigned to the academicians, the trustees agreed to apply this sum, with the interest (£200) that had accrued from it to the funds of the institution.

A piece of ground was liberally proffered by the corporation, but as this was rendered unnecessary by the purchase of the present premises, they gave £1000 in lieu of it; and in order to promote the arts of painting and sculpture, as well as for the encouragement of genius, the same public spirited body annually propose the following prizes :—

To Academicians.

No. 1. For the the best historical picture, in oil colours, being an original composition, consisting of not fewer than three figures, the principal figure not to be less than 18 inches, £20.

No. 2. For the best landscape picture, in oil colours, being an original composition, or study

from nature, the size of the picture to be not less than 36 inches, £20.

No. 3. For the best water colour drawing, being an original composition, or drawn from nature, the picture to be not less than 18 inches by 14 inches, £12.

No. 4. For the best specimen of sculpture, consisting of either an historical, alto-relief, or bas-relief, of not fewer than three figures,—the alto-relief not to exceed 5 inches, and the bas-relief 2 inches in projection ; or for a group of two or more figures, and in all cases the height of the principal figure not to be less than 2 feet, £12.

To students or artists residing in Liverpool, or the immediate neighbourhood, for the same subjects as above :—

No. 1. £9.—No. 2, £9.—No. 3, £6.—No. 4, £6.—
The picture not to be less than 30 inches by 20 inches.

No. 5. For the best design in architecture, consisting of one or more plans, an elevation, and section, £9.

In the early period of the institution, the schools for the instruction of youth in the languages and mathematics was numerously attended, but during the last few years the number of pupils has been much diminished. Hitherto

the platform, which was raised on the roof of this edifice for the purpose of making astronomical observations, has not been used. The Literary and Philosophical Society of Liverpool have a large apartment on the first floor of this building, in which they hold their meetings once a fortnight.

THE SCHOOL OF ARTS.

The present far exceeds all preceding ages in that ardent pursuit of knowledge, which is so characteristic of the improved condition of mankind. The institution we have just described was formed chiefly for the higher classes of our townsmen, but the School of Arts was commenced solely for the instruction of the labouring artizan. This society was established pursuant to the resolutions of a public meeting, convened in the Music Hall in June, 1825, when it was agreed to form an institution that might afford the artizans of this town an opportunity of acquiring a competent acquaintance with the principles of mechanics, mathematics, and chymistry, by which means it was supposed they would become more valuable members of the community, and more skilful practitioners in their several arts. Since that period their meetings have been regularly held in Slater-street, where lectures are frequently delivered.

LIBRARIES AND NEWS-ROOMS.

The utility and importance of libraries have been admitted from the remotest times ; but news-rooms are the peculiar offspring of modern days, and owe their origin to the facility of communicating ideas afforded by the printing-press, joined to that love of acquiring information, and of joining in conversation, so agreeable to our nature. These institutions show that an attention to commercial avocations may be united to a refined taste, and a love of letters. No engine is more powerfully calculated to give an efficient and extensive circulation to enlarged and practical views of liberty and good government than the daily press of this country ; and perhaps to this may be mainly attributed the great change that within a few years has been effected in the public opinion, and the adoption of those improved and liberal views concerning foreign and domestic policy, so prevalent in the present day. Our attention is no longer confined to the very contracted space occupied by our own immediate neighbourhood ; on the contrary, the transactions and opinions of our fellow-men, in almost every portion of the civilized globe, are made known to us in a period so short as would in former times have appeared perfectly incredible.

THE ATHENÆUM.

This institution was raised by three hundred and fifty shareholders, who each subscribed ten guineas. Each proprietor also pays two guineas and a half annually. It is situate in Church-street, and was opened in the year 1799, having cost £4000. This edifice which has a handsome stone front, was erected according to the designs of the late John Foster, Esq. The ground-floor is appropriated to the News-room, the dimensions of which are 2000 square feet, and is supplied with most of the daily and weekly journals of the country, besides the principal magazines and reviews. The Library occupies the upper story, and comprises one of the most valuable and choice collections in this part of the kingdom, there being no fewer than 14,000 volumes, all in excellent condition, and many of them scarce works. The books are not allowed to be taken out, but the library is open every day from an early hour till ten at night. Strangers are eligible to be introduced by a subscriber.

This was the first institution of the kind in this country, and has been called after a place in Athens, which was dedicated to Minerva, and celebrated as the resort of the poets, philosophers, and rhetoricians, who recited their compositions, delivered their lectures, or declaimed before the public.

THE EXCHANGE NEWS-ROOM.

The description of the architecture and dimensions of this elegant and spacious apartment are given in our account of the Exchange Buildings. The subscribers are very numerous, and each pays annually three guineas. A great variety of the daily and weekly journals, with the most distinguished periodical works, are regularly taken here.

THE LYCÆUM.

This very beautiful specimen of Grecian architecture is situate at the bottom of Bold-street, and is built of fine freestone. The entrance is adorned with a handsome portico, formed of six Ionic columns, which support a neat and plain pediment. The façade opposite to Church-street is decorated with four half columns of the same order, having a correspondent entablature, surmounted by an attic in the centre; and the whole reflects the highest credit on the taste of the architect, Mr. Harrison of Chester. This structure was erected by public subscription, and cost £11,000. It comprises a spacious and well-lighted News-room, the area of which is 3264 feet. It is supplied with most of the daily and weekly journals besides the reviews, magazines, &c. The annual subscription for each individual

is a guinea. The Library is a circular room, lighted by an elegant dome, 135 feet in circumference, and altogether produces a most pleasing effect ; the upper part is encircled by a light and neat gallery, ornamented with the busts of many distinguished authors. This institution contains more than 30,000 volumes, and is supported by a numerous body of proprietors, each paying one guinea a year. A Lecture-room and Committee-room occupy another part of this building.

The term *Lycæum* was appropriated to a structure situate in a pleasant spot on the banks of the river *Ilissus*, in *Attica*, and rendered famous by *Aristotle* having taught his philosophy there ; hence its application in the present instance.

THE UNION NEWS-ROOM.

This handsome stone building is situate in *Duke-street*, and was erected in the year 1800, the period when the union between *England* and *Ireland* commenced, and from this circumstance took its name. It was built according to the designs of the late *John Foster, Esq.* The ground floor contains a spacious *News-room*, 49 feet in length, and 46 feet in width, with two recesses, each 17 feet square, the fronts of which are adorned with elegant *Ionic columns* and *pilasters*, supporting a corresponding *entablature*. The arch over the entrance to the bar is decorated

with an excellent painting illustrative of the union, by Fuseli. This room is supplied with the principal London and provincial papers, besides reviews, magazines, &c. The upper story consists of an extensive room (at present occupied by the School of Arts, where lectures are regularly delivered), and of a smaller room, which is appropriated to a select Library. The basement story comprises several apartments, which are assigned to the use of the master of the room. The union arms, finely executed in stone by Legé, adorn the central part at the top of the façade in Duke-street.

This edifice was raised by public subscription, at an expense of more than £5000, and each proprietor pays two guineas per annum.

THE APPRENTICES' LIBRARY.

This institution is situate near the bottom of School-lane, and was established in the year 1823, for the sole use of the apprentices belonging to the town, any of them being entitled to read the books on obtaining a note of recommendation. This library, that now contains a great number of volumes, which have been gratuitously presented by various benevolent individuals, owes its origin to the laudable exertions of our worthy townsman, Mr. Egerton Smith, the editor of *The Liverpool Mercury*.

THE LAW LIBRARY.

This library has not been long formed. It is composed of works solely pertaining to the law, and is kept in the Clarendon Buildings, South John-street. The proprietors are gentlemen of the legal profession.

THE UNDERWRITERS' ROOM.

This room is in the Exchange buildings, and is conducted similarly to Lloyd's in London, being supplied with shipping intelligence, newspapers, &c,

CHAPTER III.

PLACES OF WORSHIP, AND CHARITABLE INSTITUTIONS.

THE edifices consecrated to religious worship in this town are all modern, with the exception of one, and that scarcely retains a single vestige of its primitive state. Though there are here none of those vast structures rendered venerable by antiquity, and which indicate the taste and architectural skill of our progenitors,—still few places in the kingdom possess an equal number of well-built churches, many of which display a high degree of classic elegance.

THE CHURCH OF ST. NICHOLAS, OR THE OLD CHURCH.

It is supposed this structure was originally built in the year 1360, and that it occupies the site of an old chapel said to have been erected

about the time of the conquest. Whatever truth there may be in this statement, it is certain that the bishop of Lichfield granted a licence to bury here so early as the year 1361. In 1565 queen Elizabeth endowed it with the sum of £4 17s 5d, to be paid annually out of the chantry rents for the minister, and at the same time a yearly grant of £5 13s. 5d. was made to the schoolmaster. Since the death of the late Mr. Baines this sum has ceased to be paid. Mortuaries continued to be paid here until the year 1738. The parish records are dated no earlier than 1681, though it is related that in the register office at Chester there is a parish register of Liverpool for the year 1624, which states that there were 35 christenings, 4 marriages, and 21 burials during that year. In 1699 this was made a distinct parish from Walton, to which it had previously been a chapelry. In former times a statue of St. Nicholas stood in the church-yard, to which the mariners were accustomed to pay their votive offerings, as to their tutelary saint, in order to obtain a prosperous voyage. In 1774 the body of this church was re-built, under the direction of Joseph Brooks, Esq., when "the old roof, walls, and gothic pillars were taken down, with the old blue ceiling, black and white clouds, golden sun, moon, and stars, painted and gilt upon the roof."

On Sunday the 11th February, 1810, during

the ringing of the second peal, when the congregation were assembling for the morning service, the lower part of the steeple gave way, and the spire was precipitated into the body of the church. At the same instant the children belonging to the Moorfields charity school were entering, and the girls who led the procession were walking along the aisles, when several of them were suddenly buried under the ruins; but all the boys, who were following, escaped. At the same time about twenty adults were sitting in the church, but the greater part of them received no injury. Of twenty-eight bodies that were taken out of the ruins, twenty-three were dead, or expired shortly after, and the remaining five were conveyed to the infirmary, one of whom also died. Seventeen of those who perished were children belonging to the school. This mournful catastrophe might have proved much more fatal had it occurred a quarter of an hour later, as the whole congregation would then have been assembled at divine service. This accident is said to have been caused by the spire being improperly placed upon the old tower, the arches of which having been greatly impaired by the action of the weather and the ringing of the bells, one of the key stones became displaced, and the whole superstructure fell.

A fine stone tower, 40 yards high, crowned by an open lantern 20 yards high, has been since

erected from a design of Mr. Harrison, of Chester. The style of architecture is the ornamental Gothic, and the whole reflects great credit on the taste and judgment of the architect. Some persons having objected to the lantern, as being too short; and certainly it must be admitted, that had it been carried a few yards higher, its beauty and symmetry would have been much improved, but the exposed situation perhaps rendered this unadvisable. A peal of twelve fine-toned bells has been placed here. The entire height of the steeple from the base of the tower to the summit of the lantern, is 180 feet.

The following extracts have been made from the vestry book of this church :—

“ April, 1682. Officers elected in the chapel of Liverpool. Thomas Gerard, chapel warden.

“ Robert Amerie, sidesman, on the one and twentieth of August, 1682; after the death of Thomas Amerie, Thomas Mathews elected sidesman for the remainder of the year.

“ Then ordered that a lay of £10 be assessed for the poor.

“ Ordered that a lay of £40 be assessed for the repairs of the chapel.

“ Ordered that Richard Diggles and John Grammond be overseers for the poor for the year ensuing. Liverpool, April, 17, 1669.—Collected for the relief of the Vaudois, and French refugees, the sum of forty pounds, eighteen shillings, and

a penny halfpenny, as witness our hands the ninth day of July, 1699.

William Atherton, Rector.

Charles Diggles, }
Charles Radcliffe, } Churchwardens.

Thomas Suddling, Mayor.

James Benn, }
Thomas Johnson, senior, } Aldermen.
Thomas Johnson, junior, }
William Preston, }

“24th July, 1749. Ordered that the church-yard wall be immediately carried out to the westward, so far as shall be thought fitting and convenient, with the leave of the corporation of Liverpool, for the benefit of a public burial place for this parish, under the direction of the churchwardens, for the time being, and at the expense of the parish.”

This church is situate at the bottom of Chapel-street, and is neither remarkable for interior decoration nor antique monuments, but is commodiously fitted up with pews, and has a good organ. The galleries are supported by plain short pillars.

Amongst the monuments there is one erected to the memory of William Clayton, Esq., who died in 1715, having represented this borough in six different parliaments, besides another to his relict, who died in 1745. From this family Clayton-square took its name.

One monument states, that "Near this place are interred the remains of Bryan Blundell, Esq., alderman of the town, and one of the founders of the Blue Coat School, who died January 27, 1756, aged 81."

There is likewise another "Sacred to the memory of William Naylor Wright, erected as a token of gratitude by ONE, whose life, with the lives of many others, by his great exertions and presence of mind, he saved. He died June 13, 1809, aged 57."

This person had been a captain, and was once mayor of this town. After his death a sum of money was enclosed in a letter to his son, by some unknown character, who requested that it might be appropriated to defraying the expense of the above.

An elegant monument, executed by Mr. Gibson, a native of Liverpool, and which is deemed a fine specimen of sculpture, has been erected on one side of the communion table,—“Sacred to the memory of Ann, the wife of William Earle who has erected this monument as a testimony of that innate goodness, and of those virtues, which endeared her to her family and connexions, and to society. She died March 1, 1819, aged 50.”

ST. PETER'S CHURCH.

This edifice, which stands on the south side of

Church-street, was built by assessment, and consecrated in 1704. It cost £3500, and is said to be the first parish church that was erected in Lancashire after the Reformation. There are four portals, and each in a different style of architecture,—a proof how little good taste or architectural beauty was understood at that time in this town. The upper part of the tower is octangular, and ornamented at the angles with pinnacles, each bearing a gilt vane. The entire height of the steeple is 108 feet, and it has a peal of eight bells. The interior of this church is furnished with pews, and the galleries rest on four well-carved oak pedestals, on which rise an equal number of plain columns, supporting the roof. The altar exhibits a fine specimen of rich carving in oak, and is generally and deservedly admired. A representation of St. Peter, in stained glass, decorates the east window, and a large and handsome organ occupies the west end, with a gallery on each side, appropriated to the use of the children who belong to the Blue Coat Hospital. On the east end a monument is erected to the memory of William Lawley, Esq., of Staffordshire; and on the south side there is another, erected to the memory of Foster Cunliffe, Esq.

In 1715 a mariner, named John Fells, gave a donation of £30, for the purpose of founding a small theological library in this church. It has since received some additions from one of the

rectors, and at present comprises 107 volumes in folio, 56 in quarto, and 54 in octavo. These works are deposited in the vestry, and chiefly treat on divinity and ancient church history.

ST. GEORGE'S CHURCH.

This edifice is situate at the south end of Castle-street, and was consecrated in the year 1732, but (with the exception of some of the internal part) has been entirely re-built since the 9th March, 1819, on which day the first stone of the present steeple was laid. The whole is constructed of an excellent free stone. The body of the church is rusticated, and surmounted by a remarkably beautiful Doric entablature, on which rises a neat empaneled parapet. On each side there are six handsome windows, with semicircular heads. The base of the steeple, which is 30 feet square, corresponds with the body of the building, being rusticated and adorned with an appropriate entablature. The entrance door on the west side of the steeple is decorated with two Doric pilasters, which support a suitable entablature and pediment. A square pedestal, resting on the base, supports a portion of an octangular form, having eight elegant Ionic columns placed opposite each of the angles, and crowned with a correspondent entablature. Each column is 22 feet 6 inches high, and 2 feet 6 inches in diameter. The spaces between the columns are occupied

by belfry windows, above which are placed the dials of the clock, fixed in sunk panels. Above these rises a beautiful range of eight detached Corinthian columns, surrounding the circular base of the spire, each 21 feet in height, and 2 feet 1 inch in diameter, surmounted by a balustrade, which forms a circular gallery encompassing the lower part of the spire, which commences here, and has oval apertures, intended for the admission of light. The whole is plain, but symmetrical, and crowned with a cap of the composite order. The entire height of the steeple is 214 feet.

This church was re-opened for divine service on Sunday, Sept. 11, 1825. The pulpit, altar, and fronts of the galleries are mahogany, richly decorated with carved work. A splendid representation of the crucifixion, on stained glass, now adorns the altar window,—which for varied and exquisite colouring, a judicious display of light and shade, with an admirable delineament of the various human figures, that constitute a part of the scene, will bear a comparison with many of the finest specimens in this department of the pictorial art. This picture exhibits very great excellence in portraying the several feelings and passions, that may reasonably be supposed to have operated most powerfully on the human countenance, under such circumstances. A new and powerful organ has been

recently placed here, and the old one was presented to St. Paul's Church.

On Sundays the mayor and common council usually attend divine service here.

The remains of many of the distinguished natives of this town are interred in the vaults beneath the church.

ST. THOMAS'S CHURCH.

This structure is situate at the bottom of Park-lane, and was consecrated in 1750. It is a handsome stone building, with a rusticated base, and has on each side two rows of windows, adorned with Ionic pilasters, crowned with a cornice and balustrade, and surmounted by vases. The chancel end is of a semicircular form. The lower part of the steeple is quadrangular, supplied with windows, and ornamented with Corinthian columns, on which rises a neat balustrade. This spire when complete was 258 feet high, and remarkable for its beautiful symmetry, and was seen to great advantage from the river and the opposite shore ; but on the 15th of March, 1757, a violent gale blew down forty-two feet, and the interior of the church was much damaged by the stones falling through the roof. Afterwards it was rebuilt to the height of 240 feet ; but subsequently, in consequence of the apprehensions entertained respecting its stability, which were caused by its frequent vibrations, particularly

during high winds, the common council resolved, on the 11th of March, 1822, that the whole of the spire should be taken down to the part where it sprung from the tower, and since that time it has continued in its present imperfect state.

The chancel is panelled and decorated with beautiful gilt fluted Corinthian pilasters. The galleries rest on eight pedestals, which support a corresponding number of columns, of the Corinthian order of architecture. The pews are commodious, and calculated to seat 1188 persons.

ST. PAUL'S CHURCH.

This building is of the Ionic order, and is situate in St. Paul's-square. It was erected at the expense of the town, after the model of St. Paul's Cathedral in London, and was consecrated in 1769. The north and south fronts have each a pediment, supported by columns crowned with Ionic capitals. The west façade is decorated with a noble portico and pediment of the same order, but having a much greater projection. The top of the stone work is adorned with balustrades and vases, and each façade is approached by an extensive flight of steps, which lead to the several entrances. An octangular base supports a majestic dome, that rises from the centre, and which is crowned by a lantern, bearing a gilt ball and cross. The interior of this church is well fitted up with pews, sufficient to afford seats for

1658 persons. The galleries rest on brackets, inserted in the shafts of eight lofty Ionic columns, which support the base of the dome. Formerly, in consequence of the minister's voice being indistinctly heard, a moveable pulpit was used, but this was found insufficient to obviate the inconvenience. At length in 1818, some alterations were made in the cupola, and since that time this advantage has been almost entirely removed.

ST. ANNE'S CHURCH.

This edifice, which is situate in Great Richmond-street, was erected at the expense of two private individuals, and was opened for divine service on the 25th of October, 1772. It is a neat plain building, formed of brick and stone, in the Gothic style of architecture. There are two rows of windows with ogee arches, and the principal entrance is at the south end, facing St. Anne-street. The steeple consists of a plain square tower, adorned with pinnacles. Contrary to the custom of the established religion, this church is placed in a north and south direction. The inside is neatly pewed, and the galleries are supported by light cast iron pillars. The altar is placed at the south end, and is decorated with a painted glass window, which is well executed; and a small organ occupies the centre of the gal-

lery at the north end. The exterior of this structure has been recently covered with stucco.

ST. JAMES'S CHURCH.

This church was raised at the expense of several private persons, and was opened for divine service on the 4th of June, 1775. It is situate in Parliament-street, and is built of brick, in a plain style of architecture, and has a square steeple, furnished with a clock.

ST. JOHN'S CHURCH.

This structure is situate near the Old Hay-market. It is built of stone, and was erected in the year 1784. On the north and south fronts there are two ranges of windows, between which are pilasters surmounted by pedestals, and terminated by pinnacles. The steeple, which is square, is decorated at the top with pinnacles, and is 123 feet high. A part of the buiral-ground is allotted to the public, and has lately been enlarged on the side next St. John's-lane. This portion was consecrated in 1829. The inside of this church is furnished with pews;—those in the galleries are rented, but the lower part is appropriated to the accommodation of the public. The architecture of this building has nothing to recommend it, being composed of a mixture of Gothic and Roman.

THE CHURCH OF THE SCHOOL FOR THE BLIND.

This beautiful specimen of Grecian architecture is situate in Duncan-street East. The first stone was laid on the 6th of October, 1818, and it was opened on the 6th of October in the succeeding year, on which occasion the late Dr. Law, the bishop of Chester, preached a sermon, when a collection was made, amounting to £301 5s. This edifice was raised with the two-fold object of rendering it subservient to the support of the Asylum, and of supplying the pupils with a suitable place of worship.

The portico at the west end is a copy of the portico of the temple of Jupiter Panhellenius, in the island of *Ægina*, in the Saronic Gulf, and consists of a fine bold pediment, supported by six fluted columns of the Doric order, and is said to be the only model of the kind in this kingdom. The general proportions of this portico combine a high degree of elegance, which excites the warmest admiration of every judicious connoisseur. This building may be cited as a choice specimen of architectural beauty. The whole was erected according to the design of Mr. John Foster.

The inside is furnished with convenient pews, one-half of which are let, and the others are reserved for the accommodation of strangers. Two gentlemen stand at the entrance with plates, to receive any donations that may be made by those

who visit this church, and these contributions are placed to the funds of the institution. The east end is adorned with a painting by Hilton, which represents Christ restoring sight to the blind. This picture obtained the prize of the British Institution in the metropolis, and it ultimately became the property of Mr Henry Wilson, who presented it to this charity.

The altar window is decorated with stained glass, representing the ascension, executed by Messrs. Lyon and Son, of this town.

The only gallery is at the west end, and is chiefly assigned to the use of the pupils belonging to the Asylum. An excellent organ is placed here, which was built by Gray, of London. The choir is composed of the pupils of the institution, who perform the finest pieces of church music in a most admirable style.

At the east end is a beautiful monument in white marble executed by Gibson, and erected by the subscribers, to the memory of the late Pudsey Dawson, Esq., the unremitting and zealous patron of this truly benevolent establishment.

ST. MICHAEL'S CHURCH.

This elegant building stands on the space of ground between Cornwallis-street and Kent-street, and was erected at the expense of the parish. The foundation stone was laid on the 21st June, 1816, and it was consecrated on the 28th of July,

1826. When £35,000 had been expended on it the parishioners were unwilling to contribute more, and they agreed to transfer this church to the corporation, provided that body would complete it, which they subsequently did, at a further expense of £10,267 10s. 6d.

This structure is a fine specimen of the Corinthian order of architecture, and has at the west end a most splendid portico, which is a copy from that of the temple of Jupiter Stator, in the Forum at Rome. This portico consists of ten entire, and two half columns, decorated with richly wrought capitals, surmounted by a suitable entablature and pediment. The height of each column is 31 feet 8 inches, and the length of the portico is 61 feet 7 inches. Above this rises the pedestal of the steeple, adorned with sixteen Ionic columns, each 22 feet 6 inches high, supporting an appropriate entablature, and balustrading. The spaces between these columns are occupied with circular headed belfry windows. A second pedestal of the Corinthian order springs from this, and has eight columns and pilasters, each 21 feet high, and each of the spaces between the columns has a portal. From this pedestal springs an octangular spire, crowned with a capital. The height of the steeple from the ground is 201 feet.

An entablature similar to that of the portico is carried round the body of the building, the

east end of which is ornamented with four beautiful columns. The church is well lighted by handsome semicircular-headed windows, which are divided in the middle by panels. The internal part of this edifice is remarkably neat, and contains 1306 sittings, 520 of which are free. In a small gallery at the western end, allotted to the choir, is a powerful and fine-toned organ, built by Bewsher and Fleetwood, of this town.

CHRIST CHURCH.

This church is situate at the top of Hunter-street, and was erected in the year 1797, by the late Mr John Houghton, at an expense of £15,000. He endowd it with the sum of £105 per annum, to be derived from the rents of twenty-four pews, which are to be appropriated for ever to the support of the incumbent. The rents of other pews are also set apart for the salaries of an organist, a clerk, and a sexton. This edifice consists of brick, ornamented with stone, and the top of the northern end is adorned with a dome, which commands a most extensive view of the town and neighbourhood. The interior of this church is well fitted up with pews, and on three sides there are two tiers of galleries, the upper one containing four hundred free sittings, assigned to the use of the poor. The galleries are supported in front by slender cast iron columns, and are entered by four stone staircases. At the

south end there is a gallery, in which is placed an organ of a peculiar construction, having the appearance of two organs. This instrument was built by Collins, of this town. The part below the body of the church is vaulted, and constitutes its principal cemetery, the yard being very circumscribed.

TRINITY CHURCH.

This is a neat stone edifice with a tower at the west end, which is adorned with vases placed at each angle. On each side of the church are two rows of semicircular headed windows, and the top of the building is terminated by a balustrade. The inside is neatly painted, and well furnished with pews; and the western end is supplied with an organ. This church was erected by a number of private individuals, and was consecrated in 1792. It is situate on the east side of St. Anne-street.

ST. MATHEW'S CHURCH.

This building was originally licensed as a Protestant Dissenting Meeting-house on the 24th of November, 1707, but subsequently was consecrated, and used as a place of worship according to the established religion. It stands on the west side of Key-street.

ST. STEPHEN'S CHURCH.

This structure was also first licensed for a

Protestant Dissenting Chapel on the 9th of July, 1722, but was afterwards consecrated to the service of the established church. It is situate at the south end of Byrom-street, is neatly fitted up with pews, and has a good organ.

ALL SAINTS' CHURCH.

This building was originally a tennis-court, but in 1798 was converted into a place of worship agreeably to the ceremonies of the established church. It is situate in Grosvenor-street, is commodiously fitted up with pews, and has a good organ. The outside has been recently covered with stucco, which has much improved its external appearance.

ST. MARK'S CHURCH.

This church was opened for divine service on the 6th of March, 1803, but was not consecrated until 1815. It is situate at the higher end of Duke-street, and was raised by public subscription at the cost of about £18,000. It is a spacious brick building, with a square tower at the west end, adorned at the top with vases. The interior is commodiously and neatly fitted up with pews, affording seats for 1714 persons, and has a handsome organ. The east end is decorated with a large painted glass window, representing the ascension of our Saviour, and was executed at Mr. Davenport's manufactory, at

Longford, in Staffordshire, at an expense of about £700. Three hundred free seats are allotted to the poor in this church

ST. ANDREW'S CHURCH.

This is a plain brick building, covered with stucco in imitation of stone, and has a steeple surmounted by a dome, which rests on eight columns. The inside of this church is neatly fitted up, and the galleries supported by light cast iron pillars. There are seats for 1650 persons, 400 of which are free, and a small gallery is allotted to the organ and choir. This edifice was erected by John Gladstone, Esq., at an expense of about £12,000. It is situate in Renshaw-street, and was opened for divine service on the 6th of August, 1815, but was afterwards enlarged in the year 1827.

ST. PHILIP'S CHURCH.

This structure is situate in Hardman-street, and was opened for public worship on the 3d of November, 1816, having been erected by Mr. John Cragg, at the cost of about £12,000. It is built in the Gothic style of architecture, with brick walls, adorned with cast iron pinnacles. The outside is painted so as to give it the appearance of stone. The interior of this church is neatly furnished with pews, affording accommodation for 1000 persons, including 150 free

sittings. Two ranges of cast iron Gothic pillars support the roof, which springs from a number of groined arches, and the whole presents a most pleasing effect. An excellent organ is placed at the west end.

THE CHURCH OF ST. MARTIN IN THE FIELDS.

This church was erected by government at an expense of £20,000, and by an act of parliament is vested in the corporation. It is built in the Gothic style of architecture, and is lighted by six handsome lofty windows on each side, the heads of which are ornamented with tracery, and two neatly carved corbel heads support each arch. Buttresses, bearing a canopy and richly carved pinnacle, rise between these windows, and the height from the ground to the top of the pinnacles is 57 feet, and to the top of the embrasure is 42 feet. The steeple stands at the west end, and consists of a square tower, adorned at each angle with octagonal turrets, and pinnacles similarly decorated to those on the body of the church. From the tower springs a well proportioned octagonal spire, crowned with a cap and final. The entire height of the steeple is 200 feet. The extreme length of the church from east to west is 142 feet, and the width is 75 feet. The ceiling over the communion is groined, and the front of the chancel is embellished with a splendid Gothic arch. The galleries rest on cast iron columns,

having ornamented caps, which support twelve arches, and separate the two aisles from the nave. A powerful and fine-toned organ, erected by Bewsher and Fleetwood, of this town, occupies the west end. The entrance to the galleries is by two neat stone staircaises in the tower. There are more than 2000 sittings, of which 1300 are free. This church is situate in Oxford-Street North, and the ground on which it stands was given by Edward Houghton, Esq. Ten thousand square yards of land, lying to the west of this edifice, and extending to Vauxhall-road, have been purchased from this gentleman by the parish, for the purpose of a public cemetery, and the whole is now enclosed by a high stone wall.

ST. LUKE'S CHURCH.

This truly splendid edifice stands at the top of Bold-street, and was opened for divine service in the latter part of 1830. It is built of excellent free stone, and is one of the finest specimens of florid Gothic architecture in the kingdom. The extreme length from east to west is 177 feet 6 inches, and the width is 60 feet. On each side there are ten handsome lofty windows, with beautifully pointed heads, decorated with tracery, the arches of which rest on neatly sculptured corbel heads. Between the windows rise well proportioned buttresses, bearing a canopy, and terminated by an elaborately carved pinnacle. On the

sides and end of the chancel the pinnacles rise not higher than the top of the parapet, and a small distance behind these rises a beautiful range of octangular pinnacles. A magnificent window occupies the east end, and the body of the building is finished by a parapet, crowned with an embrasure. At the west end rises a square tower, 138 feet high, which has a most stately appearance, and in the higher part is adorned with perpendicular panel work. The principal entrance is from the tower, on three sides of which are placed richly ornamented doors. The belfry is lighted by four elegant windows, surmounted by neat carved work, with compartments for the clock dials; above which rise four sound windows, with foliage decorated heads, and the whole is finished by a parapet, with octagonal turrets at each angle. A spacious and lofty flight of steps adds much to the general appearance of this structure. The interior is adorned with noble columns, from which spring a number of Gothic arches, dividing the nave from the aisles, and supporting a groined ceiling, the whole of which is remarkably beautiful. In consequence of there being only one small gallery, at the west end, the entire inside has a most superb effect. The upper parts of the windows are decorated with stained glass, and the large one in the chancel is intended to be embellished with a fine painting. The ceiling is richly orna-

mented, and when viewed from the east end of the chancel offers an uncommonly grand *coup d'œil*. This church, which was built by the corporation, is commodiously fitted up with pews, and the whole was erected from the design of Mr. Foster. A large and powerful organ, built by Flight and Robson, of London, is placed in the gallery. There is likewise a fine peal of bells hung in the tower.

ST. CATHARINE'S CHURCH.

This handsome building was erected after the design of Mr. Foster, and is situate on the east side of Abercromby-square. Its extreme length is 123 feet, and its width is 68 feet. A beautiful portico adorns the entrance, which is composed of six Ionic columns, with rich capitals, supporting a suitable entablature and pediment, and on each side are two pilasters, with ornamented capitals. The inside of this church is remarkably neat. The galleries rest on twelve square pedestals, which support a corresponding number of columns, surmounted by beautiful Corinthian capitals, from which springs the base of the dome. The ceiling is embellished with panelling, and the principal light is admitted through eight lateral windows in the cupola, the height of which from the ground to the top of the cross is 65 feet. A fine organ is placed in the western gallery, and the whole interior is commodiously

fitted up with neat pews, that contain about 1300 sittings, more than 200 of which are free.

ST. BRIDE'S CHURCH.

This church is situate a little to the east of Hope-street, and was consecrated on the 29th of December, 1830. The entrance is from a handsome portico, consisting of six Ionic columns, with a suitable pediment. The inside is commodiously fitted up with pews, the chief part of which are lined. The galleries are neat, and supported by slender cast iron columns.

ST. AUGUSTINE'S CHURCH.

This edifice is situate in Shaw-street, and was opened for divine service in 1830. The west end has a turret steeple, surmounted by an ogee dome. This church is built after the Egyptian style of architecture, and the outside is covered with stucco, in imitation of stone. The interior is well fitted up with pews.

ST. JUDE'S CHURCH.

This church is situate on the south side of the London-road, Low-hill, and the ground on which it stands was given by the Marquis of Salisbury. It is built with lancet windows, between which are bold projecting buttresses; the whole is covered with cement, and ornamented with pinnacles and four large square turrets. It was

erected by subscription, and is 87 feet long, and 53 feet wide, having pews capable of accommodating about 1500 persons, of which about 500 are free sittings.

ST. JOHN THE BAPTIST'S CHURCH.

This church is situate in Harrington, and was built by parliamentary grant. It is constructed of stone, and is in the Gothic style of architecture.

ST. JAMES'S CEMETERY.

The building appropriated to the recital of the funeral service over the remains of those who are interred in this cemetery, is constructed of stone, and is a most elegant specimen of Grecian architecture. It is situate at the higher part of Duke-street, and is of a quadrangular form, being embellished at the east and west ends with a portico, each composed of six Doric columns, surmounted by a corresponding entablature and pediment. A similar entablature and cornice, decorated with lions' heads, adorn the sides; and each façade of this edifice is approached by a spacious flight of steps. The interior, which is lighted from above, is 29 feet wide, and 46 feet long. It is decorated with eight Ionic columns, and suitably furnished with pews. This oratory is constructed after the model of a Greek Hypæthral temple, and stands at the north west corner of the cemetery.

The ground occupied by this cemetery is equal

to about 44,000 square yards, and was formerly a stone quarry, whence much of the material was procured that composes many of the edifices now standing in Liverpool. The two ends, as well as the western sides, are sloping, and planted with shrubs and such trees as are suited for the purpose. These plants, when ripened by growth, will add much to the appearance of this spot,—“the appointed place of rendezvous.”

The lower part is laid out in serpentine walks, grass-plots, shrubberies, &c., and is chiefly assigned to graves. The east side, which is nearly perpendicular, is about 1100 feet long, and 52 feet high, and is faced with stone obtained from the quarry. On this side there are 105 catacombs, disposed in different tiers, each having a door-way, 7 feet high, and $4\frac{1}{2}$ feet wide. These tombs are approached by sloping and horizontal roads, wide enough to admit a carriage, and defended by a stone fence, about 2 feet 6 inches high. The entire length of these grounds is about 500 yards, and the average width about 90 yards. At a short distance to the south of the oratory stands a handsome stone house, appropriated to the use of the minister; and another, of humbler aspect, is situate at the south end, which is allotted to the porter. The whole is enclosed with a strong stone wall, and neat iron palisades. The entrance at the southern extremity is through a stately and handsome

gateway. Besides this there are three other entrances, one from Hope-street, and two from the top of Duke-street. In the construction of the oratory and the catacombs Mr. Foster has given another proof of refined taste.

ST. DAVID'S CHURCH.

This handsome stone edifice is situate in Brownlow-hill, and was consecrated on the 31st of July, 1827. The service is read here in the Welsh language.

INDEPENDENT CHAPELS.

There are four chapels in this town belonging to the Independents. The largest, which is situate in Great George-street, was originally intended for the Rev. Thomas Spencer, a young minister of great talent and considerable acquirements, and whose oratorical powers are said to have been of the highest order. This young pastor was unfortunately drowned while bathing in the month of August, 1811, having himself laid the foundation stone of this edifice in the preceding April. His memory is held in the highest esteem by many who knew him. This structure is formed of brick, with two ranges of semicircular headed windows, and the entrance at the front is adorned with a handsome stone portico, of the Ionic order of architecture. The interior is commodiously fitted up with pews, and the galleries

are neat, and supported by slender cast iron columns. There are seats for about 2000 persons, and the part beneath the chapel is appropriated to the Sunday-school, in which there are about 1000 pupils.

Another chapel belonging to this class of Christians is situate in Renshaw-street, and has a small cemetery attached to it.

Bethesda, in Duncan-street East, is also a place of worship belonging to the same body.

And the Welsh Independents have a chapel, which is situate at the top of Great Crosshall-street.

There are five chapels belonging to the Baptists, which are situate in Byrom-street, Lime-street, Comus-street, Edmund-street, and Great Crosshall-street.

The Welsh Calvinists have three chapels, one in Pall Mall, one in Rose-place, and another in Bedford-street, Harrington.

The meeting-house belonging to the Society of Friends is situate in Hunter-street.

UNITARIAN CHAPELS.

The Unitarians have two chapels, one in Paradise-street, which is built of brick, and ornamented with stone. This edifice is of an octagonal form, is neatly furnished with pews, and has a good organ. The other is situate in Renshaw-street, and has a handsome stone portico

at the entrance. The interior is commodiously fitted up with pews, and a fine-toned organ is placed in the gallery. Each of these chapels has a free school belonging to it.

METHODISTS' CHAPELS.

There are seven chapels belonging to this class of Christians, and they are as follows :

Pitt-street chapel is a large and commodious building, well fitted up with pews, and has a good organ.

Moss-street chapel is a spacious edifice, with a handsome stone portico, of the Ionic order of architecture, surmounted by a fine bold pediment. The interior of this structure is remarkably neat, and the seats are arranged in an ascending order, similar to an amphitheatre. The communion table is placed at the west end, over which is a small gallery, having a handsome and fine-toned organ, and is appropriated to the choir, and the children belonging to the free school, which is kept in the lower part of the building. A burial ground surrounds the chapel, and is enclosed by a wall and palisades.

Leeds-street chapel is a neat brick edifice. It has an extensive gallery, and is well fitted up with pews.

Mount Pleasant chapel. This is likewise a plain building, but well adapted to the purposes of public worship.

Wesley chapel, called after the founder of this community, is situate in Stanhope-street, Harrington, and has a handsome stone front, decorated with a neat portico. The cemetery adjoining this edifice is enclosed within a stone wall and palisades. The inside of the chapel is well finished, and the communion end is lighted by a stained glass window, of an oval shape. A large and well-toned organ is erected here.

Murray-street chapel is situate behind the Theatre Royal, in a street of the same name. The New Connexion of Methodists assemble in this building to worship.

Benn's Garden chapel stands between Pool-lane and Redcross-street. It was formerly a Presbyterian place of worship, but at present belongs to the Welsh Wesleyan Methodists.

SCOTCH CHURCHES.

In this town there are two Scotch kirks. One is situate in Oldham-street, and is a plain brick edifice, well fitted up with pews, and has a cemetery adjoining it. The other stands on the east side of Rodney-street. It has a handsome stone front, composed of a portico of the Ionic order of architecture, and surmounted by two square turrets, each lighted by four windows, and adorned with eight Corinthian columns, bearing an

entablature and pediment, and crowned with a dome. The ground on each side of this chapel is appropriated to a cemetery.

A new Scotch Secession chapel is situate in Mount Pleasant. This is a neat structure, having a handsome stone front, decorated with a portico of the Doric order of architecture. The congregation of the Rev. D. Thom, the late minister of the Scotch kirk in Rodney-street, have a chapel in Bold-street.

The Sandemanian Society assemble to worship in a small building in Gill-street, near to Pembroke-place.

The chapel belonging to the members of the church of the New Jerusalem, is situate in Gloucester-street.

ROMAN CATHOLIC CHAPELS.

The Roman Catholics of this town have five chapels. One in Hawke-street, Copperas-hill, a handsome edifice, of the Gothic style of architecture. Another in Seel-street, a spacious and neat structure. A third in Lumber-street. A fourth in Park-place, called St. Patrick's. And a fifth, called St. Anthony's, situate in Scotland Road.

The Jews' synagogue is situate in Seel-street, and has a handsome stone front.

CHARITABLE INSTITUTIONS.

“Straight from thine altar, Charity, shall rise
The smoke of incense, and perfume the skies!
Incense of Gratitude, which fragrance yields,
Surpassing citron groves or spicy fields;
Accept the offering which I bring to thee,
Thou fairest sister of the lovely three!
My needy hands no costly tribute hold;
No bright oblation of Peruvian gold;
Yet I present what thou wilt ne’er despise,
—A grateful heart, in willing sacrifice—
A grateful heart is all I have to give;
O Charity benign! that all receive.”—NOYES.

No benefactors to the human race are more entitled to the approbation and esteem of their fellow-men, than those individuals who have laboured to establish public seminaries for the gratuitous instruction of the poorer classes of society. The fruits of their benevolence are not confined to the mere physical wants of the needy, but are of a more extensive and permanent nature, serving to improve the character, by imbuing the youthful mind with sound moral principles, and useful information.

THE BLUE-COAT HOSPITAL.

This excellent institution is situate in School-lane, and was established in the year 1709. It is a neat brick building, comprising a number of suitable and commodious apartments, with an

extensive area in front, enclosed by handsome cast iron palisades. A large yard occupies the space behind the premises. The main body of this edifice consists of a spacious hall, with a chapel above, in which the pupils perform divine service every Sunday afternoon, at half-past four o'clock. A few years since this structure was much enlarged, and is now nearly double the size it was formerly.

In 1708 the Rev. Robert Stythe, at that time the rector of this parish, solicited subscriptions for the establishment of this school, and in an address then made to the public it is stated, that "whereas many poor persons are deserving of having their children taught, but are not able to afford them a christian and usful education; and there being children whose parents are dead, and no friends left to take care of them, must unavoidably come to beggary and ruin, both in body and soul if not prevented by the care of some charitable and well-disposed people." In the first instance an annual income of upwards of £60 was raised, and a master was appointed with a salary of £20 a year. At that time forty boys and ten girls were clothed and instructed. The old part of the present building was erected in 1714, and was enlarged in 1726, when ten more children were admitted, and the whole of the pupils were lodged and fed, having previously received merely instructions and clothes. There

are at present about 350 pupils of both sexes in this school. The boys are taught reading, writing, and arithmetic, and the girls are instructed in reading, writing, arithmetic, sewing, and knitting.

The Rev. Robert Stythe was the first treasurer, and at the time of his death had contributed £250 to this institution. This worthy man was succeeded in the same office by Mr. Bryan Blundell, whose unremitting attention and benevolent exertions conduced greatly to the welfare of this establishment, and in support of which he had given, in various donations, more than £3000 prior to his demise. In 1744 Foster Cunliffe, Esq., gave £1000; and Wm. Clayton, Esq., who died in 1715, bequeathed £1000. The family of the Clevelands also bequeathed premises, which were afterwards sold for the sum of £1706 13s. 9d. The late Mr. John Horrocks, who died in 1823, gave at different periods to the amount of £3022. It is to be hoped that this laudable institution will continue to experience the same munificent patronage with which it has hitherto been favoured.

The following inscription is placed over the front of this building :—

*Christianæ charitati promobendæ inopique pueritiæ
Ecclesiæ Anglicanæ principiis imbuendæ sacrum.*

Anno Salutis MDCCXVII.

**THE BLIND ASYLUM, OR SCHOOL OF INDUSTRY FOR
THE INDIGENT BLIND.**

This truly benevolent institution was established in 1791, when two houses situate in Commutation-row were hired for the purpose, and afterwards the present building in London Road was erected and opened in 1800, on which occasion the number of pupils was increased. This is a neat structure, with a plain stone front, and consists of a sale room, refectories, dormitories, work shops, &c.

When we contemplate the many and grievous privations under which the blind labour, we cannot but feel a high degree of commiseration for their hapless lot, which has been so beautifully and pathetically described in the person of Milton, in his sublime poem of *Paradise Lost* :—

“ Thus with the year
Seasons return ; but not to me returns
Day, or the sweet approach of even or morn,
Or sight of vernal bloom, or summer's rose,
Or flocks, or herds, or human face divine ;
But cloud instead, and ever-during dark
Surrounds me, from the cheerful ways of men
Cut off, and for the book of knowledge fair
Presented with a universal blank
Of nature's work to me expunged and raised,
And wisdom at one entrance quite shut out.”

The founders of this asylum are indeed deserving of the highest meed of praise, one of whom

is said to have been the Rev. Henry Dannel, at that time minister of St. John's church; and amongst the many warm and efficient patrons that have fostered this institution, the late Pudsey Dawson, Esq., stands distinguished for his assiduous exertions to promote its success. This estimable gentleman died in 1816.

The objects proposed to be attained by this establishment will be best gathered from the subjoined extract, taken from a printed address, published by the committee:

"At the opening of the present school, in the spring of 1800, the number of pupils was increased to seventy; in 1809 to one hundred; and the number at present in the school is one hundred and twenty. They are all of them usefully employed, and they exhibit a picture of cheerfulness and comfort which can scarcely be paralleled by an equal number of individuals of any description whatever, collected under the same roof. Few persons have, for the first time been eye-witness of the scene which it presents, without shedding tears of sympathy and delight; nor has their interest in the establishment been diminished by a more intimate acquaintance with it. To behold a number of our fellow-creatures, whose previous situation was truly deplorable, become at the same time happy and useful, produces a sensation of heartfelt satisfaction which words are unable to express.

“A circumstance which at the same time that it is highly gratifying to the feelings of the committee, proves decidedly the favourable opinion which the public at large entertain of the benefits derived from the institution, is, that five similar schools have been established on the plan of the one at Liverpool, namely, in the cities of London, Dublin, Edinburgh, Bristol, and Norwich.”

“The principal occupations of the pupils at present are spinning, hamper and basket-making, the platting of sash line, the weaving of worsted rugs for hearths, carriages, and doors, of linen and of floor cloth and sacking, the making of sacks and list shoes, the manufacturing of twine, pack-thread, log lines, clothes lines, and fish lines, of stair carpeting, and of foot bears, points and gaskets from old ropes, and the learning of music. In this department the attention of the committee is principally directed to the qualifying the pupils for the office of organist: more than fifty of them have been rendered fully competent to such an appointment. The pupils are also instructed in a new method, upon the principle of the Madras system established by Dr. Bell, of teaching music to others, and in tuning and stringing musical instruments; a circumstance which, in country places particularly, may be an important advantage to the neighbourhood where they are introduced. By these means they are enabled to procure for themselves a comfortable livelihood,

and have met with considerable encouragement. Besides the means which are adopted to instruct the pupils in these several employments, a strict attention is paid to their moral and religious conduct. The health of the pupils is also made an object of especial care, and medical practitioners are appointed to superintend and regulate all circumstances relating to it. The medical committee particularly direct their attention to the state of the eyes, and consider it their province to ascertain whether any means can be employed for the recovery of sight : it may be necessary to remark, that no operation of this kind is ever performed without the express consent of the parties and of their friends."

This admirable establishment stands pre-eminent amongst the numerous institutions formed in the present age of philanthropy, and claims the especial attention of every person who may visit Liverpool ; for no one endued with correct feelings, can witness so much comfort and actual happiness here created and conferred on a helpless class of our fellow-beings, without experiencing great sympathy and delight.

THE INFIRMARY.

This extensive and elegant structure was opened on the 25th of September, 1824, and is capable of holding about 220 patients. It is situate in Brownlow-street, and has a magnificent stone

front, decorated with a handsome portico, consisting of six noble columns, of the Ionic order of architecture, with appropriate pilasters at the angles, and surmounted by a corresponding entablature. The windows of the upper story are perceived above the portico, and the building is terminated by a cornice and parapet. The wings recede from the front of the colonnade 82 feet, and are adorned with an entablature. The depth from the front of the portico is 108 feet and the width from the extremity of each wing is 204 feet. This edifice displays great architectural beauty, and presents another example of the good taste of Mr. Foster. An extensive grass-plot, enclosed by a stone wall and iron palisades, occupies the front, and on the back of the building is a large yard, furnished with wash-houses, &c.

The first story comprises a commodious and extensive suite of apartments, allotted to the use of the committees, the household, and the officers of the establishment. On the left wing of this floor a spacious room is set apart for the reception of those persons who from accident may require immediate attention. The two upper stories are assigned to the accommodation of patients.

This most useful institution, which reflects so much honour on the character of the inhabitants of this town, requires additional patronage, as the funds at present are not adequate to the ex-

penditure. Here no distinction of country or complexion, creed or party, raises a barrier to the admission of any distressed object standing in need of medical or chirurgical assistance.

THE LUNATIC ASYLUM.

This institution, formed for the truly benevolent purpose of affording relief to one of the most dreadful of human afflictions, was originally opened in the year 1789, near to St. John's church; but was recently removed to the present commodious and neat stone building, situate in Ashton-street, Brownlow-hill.

THE DISPENSARIES.

The first dispensary in Liverpool was established in John-street, in the year 1778, but was afterwards removed to Church-street in 1781, where a handsome edifice, with a circular stone portico in front, was erected for this purpose, but which has been recently taken down. At present there are two of these institutions, one situate in Vauxhall-road, a neat structure, decorated in front with a lofty stone portico of the Ionic order of architecture; and another in Upper Parliament-street.

Three physicians, three surgeons, and an apothecary attend each of these establishments, at which medical advice and surgical assistance are given every day, except Sunday, at the hours of nine, ten, and eleven in the morning. A presi-

dent and two auditors superintend the management of each dispensary.

The object of these truly charitable institutions is to afford medical and chirurgical aid to such poor persons, being in want thereof, who have obtained a note of recommendation from any of the magistrates, clergy, churchwardens, or subscribers. One of the medical attendants visits such of the patients as are unable to come to the dispensary.

OPHTHALMIC INSTITUTIONS.

Of these there are two, one situate in Slater-street, called the Infirmary for the Diseases of the Eye, and the other in Basnett-street, designated the Liverpool Institution for curing Diseases of the Eye. These establishments are supported by subscription, and were formed for the purpose of administering relief to those poor people who may be afflicted with diseases of the eye.

INSTITUTION FOR RELIEVING DISEASES OF THE EAR.

This institution affords professional assistance to the poor afflicted with deafness. It is situate in Duke-street, and was established in the year 1825.

THE WORKHOUSE.

The first Workhouse erected in this town was situate in College-lane, at the corner adjoining

Hanover-street; but becoming too small for the number of poor applicants, the present one, which stands on Brownlow-hill, was erected in 1771, at an expense of £8000,—since which time it has been enlarged. This extensive establishment is conducted on excellent and economical principles, each of the inmates having all the necessaries of life that can reasonably be required, there being a sufficient supply of plain but wholesome food, and a proper quantity of warm clothing. Besides these the old people have some additional comforts. All that are not sick are employed in some trade or useful manufacture, as joiners, blacksmiths, wheelwrights, shoemakers, tailors, &c.; or as sempstresses, knitters, spinners, &c. The boys are instructed in some trade, and the girls who are above nine years of age are taught to make straw bonnets, to knit stockings, to sew, or to weave calicoes, &c. By these judicious arrangements many of the evils arising from indigence are either partially or entirely obviated, particularly with respect to the junior portion of this vast family; for many of them are put out as apprentices, either in the town or some part of the country, and thus become useful, and in many instances respectable members of society.

The following is the total average number of inmates, with the gross expenses, during the last five years, ending the 25th of March, 1831 :

	Number.	Expenses.
1828.	1411	£10,259 9 1

1829.	1533	11,359	9	3
1830.	1606	14,288	10	0
1831.	1648	13,790	7	10
1832.	1791	13,971	4	3

THE HOUSE OF RECOVERY.

This is a plain stone edifice, situate a little to the east of the Workhouse, and is appropriated to the reception of those persons who are afflicted with fevers. Physicians, or any of the officers belonging to the Dispensaries or Infirmary, have the privilege of recommending patients. By the advice of the late Dr. Currie this institution, which is under the direction of the select vestry, churchwardens, and overseers, was separated from the Workhouse. It was opened on the 1st of March, 1806, and stands in an airy situation. Every care and attention are there given to the sick, and by means of this establishment many contagious disorders are prevented from spreading among the community.

THE ALMS' HOUSES.

These buildings are situate in St. Mary's-lane, and consist of a number of small but convenient apartments, erected in the form of a quadrangle, with a spacious area between each of the sides. The front or western side is open. The Alms' Houses built by the shipwrights society, for the use of the superannuated members belonging to that community, are situate in Bond-street.

THE STRANGERS' FRIEND SOCIETY.

This institution was formed in the year 1789, by the society of methodists of this town, for the purpose of affording relief to distressed persons of what religious profession soever; and since that period a very great number of unfortunate beings have received the most essential assistance in food and clothing from it. The following passage from one of the reports, shows the condition of the objects relieved by this charity:—
“Complicated, painful, and long-continued disorders; a grievous want of suitable food, attendance, fire, bedding, or clothing; the cries of a family of half-naked and hungry children; and an utter ignorance of every principle of religion, by which alone such distresses can be alleviated or sanctified, patiently supported, or piously improved. These are the particulars of some of those scenes of which the visiters are frequently constrained to be the sad spectators.” Individuals who devote their time and pecuniary aid in furtherance of so excellent an institution, are indeed benefactors of the human race.

THE MARINE HUMANE SOCIETY.

The object of this institution is to hold out inducements to boatmen, fishermen, and others, by means of suitable rewards, to afford every possible assistance to vessels in distress. It was

established in the year 1823, and is supported by subscription.

THE LADIES' CHARITY.

This charity was formed in the year 1796, for the purpose of affording assistance to poor married women in child-bed, by providing them with medical assistance, nourishment, bed-linen, and such necessaries as their situation may require. Many ladies of the highest respectability superintend its concerns, and contribute to its support. This institution is supported by donations, subscriptions, and the profits arising from an annual ball which is held in the Town Hall. The affairs of this charitable establishment are managed by a committee of ladies.

THE FEMALE SCHOOL OF INDUSTRY.

The design of this institution which was established in the year 1809, is to give to poor female children, such moral and religious instruction, besides reading, writing, and arithmetic, with knitting, sewing, and spinning, as may enable them to become useful servants, and thereby be qualified to earn a creditable livelihood. The concerns of this charity are under the guidance of a committee of ladies, who are assisted by another committee of gentlemen. The institution is situate in Heathfield-street, and the pupils

wear uniform dresses, which are furnished to them at prime cost.

LIVERPOOL FEMALE PENITENTIARY.

This laudable institution is situate in Crabtree-lane, and was formed on the 25th of October, 1809, for the purpose of reclaiming a class of unfortunate females whose misconduct has rendered them outcasts of society. By means of this charitable asylum several of them have been restored to their friends and to a respectable rank in life.

THE WELSH CHARITABLE SOCIETY.

This charity was commenced in the year 1804, and is supported by subscription, being designed to educate, clothe, and apprentice the poor children of Welsh parents born in Liverpool, or the vicinity. An extensive school belonging to this institution is situate in Russell-street, where about 320 boys and 90 girls are taught on the Madras system.

INSTITUTION FOR THE INSTRUCTION OF THE DEAF AND DUMB.

This school was instituted by Mr. William Comer, and is situate in Wood-street. It is designed to give gratuitous instruction to the mute children of poor parents; but a due remuneration is required for those whose parents are qualified

to pay. The pupils attend during the same hours that are usually allotted to seminaries where children are taught who are blessed with the power of speech, and the rest of the time they spend with their parents. Visitors are allowed to see the institution every Tuesday forenoon, from ten to twelve o'clock, and a public examination is held once a quarter.

A commodious house adjoining the school is appropriated to the board and lodging of those pupils whose parents are in respectable circumstances, but who reside at a distance.

INFANTS' SCHOOL.

These useful institutions are of very recent origin, and were established for the purpose of imbuing the infantile mind with such preparatory information as may fit it for the more ready acquiring of those branches of knowledge taught in the several free day schools. Of these institutions there is one in Circus-street, having about 150 infants; one in Duncan-street, under the direction of the Society of Friends; another connected with the Jordan-street school, in which there are about 230 children; a fourth in Stanhope-street, belonging to the Harrington school, containing about 100 infants; a fifth connected with the Brunswick chapel; and a sixth belonging to Leeds-street chapel. In all these schools instruction and amusement are combined, and

doubtless great good must accrue to the rising generation from this improvement in early education.

CHARITY SCHOOLS.

At the present time there are upwards of twenty free day-schools in this town, in which the children of the poor are taught gratuitously, or for the mere pittance of a penny or twopence per week. All these institutions are supported by individual subscription except five, which are endowed. Moorfield's school has about 200 boys and 120 girls, and was established in the year 1789.—Two spacious schools, with neat stone fronts, were erected a few years ago by the corporation. One is situate in Bevington Bush, and admits 350 boys and 250 girls; the other is in Park-lane, where an equal number of pupils are taught. These two schools are supported by the corporation.—St. James's school, situate in St. James's Road, admits nearly 200 boys and about 100 girls. This charity was founded by the late Moses Benson, Esq.—Hunter-street school was founded in the year 1792, by Mr. Stephen Waterworth, and was supported by subscription until 1803, at which period his sister (Mrs. Frances Waterworth) died and bequeathed £4000, to be appropriated to the support of this institution. 180 boys and 120 girls are instructed here.—St. Mathew's school, situate in Hackin's Hey,

receives about 120 boys and 130 girls, and was commenced in the year 1822.—St. Mark's school was founded in the year 1813, and has 150 boys and 140 girls.—St. Andrew's school, Slater-street, admits 150 boys and 130 girls, and was opened in 1818.—The Welsh school is in Russell-street, and educates about 314 boys and 100 girls. In the above mentioned schools the children are instructed in the tenets of the established church. The following are composed chiefly of dissenters :—Mount Pleasant school was established in the year 1790, and is maintained by subscription raised by the Unitarian congregation, whose chapel is situate in Renshaw-street. About 80 boys and 60 girls are educated by this charity.—Manesty-lane free-school is supported by the subscription of the congregation of the Unitarian chapel in Paradise street. 150 boys and 100 girls are insructed here.—Circus-street school admits 180 boys and 130 girls, and was opened in the year 1803. The children attend divine service in the Baptist chapel, Byrom-street.—Bethesda school, situate in Duncan-street East, educates 190 boys and 100 girls. This charity was established in the year 1809.—The benevolent Society of St. Patrick. This school is situate in Pleasant-street and receives poor Irish children of every religious denomination. About 250 boys and 150 girls are educated by this charity, which was founded in the year 1807.—Harrington school

was erected in the year 1815, and receives 150 boys and 120 girls.—The three following charitable institutions belong to the society of Methodists, and are supported by subscription :—The Brunswick school educates 140 boys and 100 girls. Jordan-street school, 300 boys and 150 girls. Leeds-street school, 200 boys and 150 girls.—The Friends' school, situate in Duncan-street East, was established in the year 1819, is supported by subscription, and instructs about 200 boys and 200 girls.—The Catholic charity school Copperas-hill, was founded in the year 1792, solely for the education of poor children belonging to the Catholic church. 240 boys and 230 girls are instructed by this charity.—The Caledonian free-school is situate in Oldham-street, and was erected in the year 1808. About 170 boys and 100 girls are educated by this institution.

Besides these there are many Sunday schools in different parts of the town, in which great numbers of poor children are instructed, who have not the opportunity of attending the free day-schools.

THE BETHEL UNION, OR SEAMEN'S FRIEND SOCIETY.

The object of this institution is to provide seamen with moral and religious instruction ; and for this purpose the ship William was bought on the 6th of October 1821, for £940, and hav-

ing been fitted up as a chapel, was moored in the north-west corner of the King's Dock, where divine service is performed every Sunday. Several rooms in various parts of the town are likewise appropriated to public worship, and ministers of different religious persuasions attend to deliver discourses.

THE LIVERPOOL THEATRICAL FUND.

This institution which is designed for the relief of superannuated and decayed actors, is supported by subscriptions, raised by the company of the Theatre Royal, and honorary members.

THE SOCIETY FOR BETTERING THE CONDITION OF THE POOR.

This institution, was formed in the year 1809, being designed to improve the condition of the poor, by inducing them to become members of a society in which each shall contribute a certain sum once a month, in order to raise a fund from which, when sick, they may receive relief. There are two of these institutions, one for males, and the other for females. The same parties also originated a Provident Society, where small sums are deposited at interest, under the care of trustees. The affairs of these establishments are transacted at the Savings' Bank, in Bold-street. These institutions were founded on the principle—"that

one shilling which a poor man earns does him more good than two which are given to him."

THE SAVINGS' BANK.

The Savings' Bank is situate in Bold-street, and was instituted according to an act of parliament, being intended to give an opportunity to the poorer classes of society of depositing, with safety and facility, the savings they may occasionally realize. The concerns of this institution are under the guidance of twenty-one directors, of whom five are trustees for the money deposited, which is invested in the national funds.

THE MARINERS' CHURCH SOCIETY.

This society was founded for the communicating of religious instruction to sea-faring characters, but in conformity with the doctrines of the church of England. Government at the request of the committee granted the *Tees*, a sloop of eighteen guns, which was brought round to this port, and after undergoing various alterations, and being suitably fitted up, was moored in the south-west corner of George's Dock. The Rev. William Scoresby was appointed chaplain, and divine service is performed here every Sunday forenoon and afternoon, agreeably to the liturgy of the established church.

THE NAVAL AND MILITARY BIBLE SOCIETY.

The seamen who frequent this port may be

supplied by this society with copies of the Scriptures, either at a very small price, or gratuitously,

THE MARINE SOCIETY.

This institution was established for the purpose of providing relief for the aged shipmasters in an indigent state, and their widows and children.

CHARITABLE INSTITUTION HOUSE.

In this edifice, which is situate in Slater-street, there are suitable rooms appropriated to the use of committee and other meetings pertaining to any of the charities, free of expense, on obtaining the permission of the trustees, besides a record office, for the report of all charitable institutions. The depository of the Liverpool Auxiliary Bible Society occupies the lower story. This structure was raised at the joint expense of John Gladstone, Esq., Samuel Hope, Esq., and James Cropper, Esq.

THE SOCIETY FOR PROMOTING CHRISTIAN KNOWLEDGE.

The repository of this society is in Ranelagh-street, and is supported by subscription. It was founded for the purpose of distributing the Scriptures, and other religious books, at a low price.

THE MARKETS.

ST. JOHN'S MARKET.

This extensive structure, the largest of the kind in the kingdom, is 183 yards long, and 45 yards broad, comprising an area of 8235 square yards, and was erected by the corporation at an expense of £35,296. The first stone was laid on the 20th of August, 1820, and the opening took place on the 7th of March, 1822. It is situate in Great Charlotte-street, and is built of brick, except the entrances, cornice, and foundation, which are composed of free stone. It is lighted by 136 windows. There are eight handsome stone entrances, three on each side, and one at each end. The whole of the interior is well arranged, having a lofty roof, supported by 116 cast iron pillars, each 25 feet high, and placed in four rows, and forming altogether five spacious avenues. When the season requires it, the whole is illuminated during the night by 144 gas burners, which produces an uncommonly brilliant and pleasing effect. Adjoining the walls there are fifty-eight shops and four offices, each six yards long and four yards wide, and furnished with a fire place. The fronts of the shops are open, and fitted with shutters, so that the articles on sale may be exhibited to advantage, and the whole enclosed with safety at night. The shops are let for the sale of different kinds of provisions, and the

offices are allotted to the overlooker of the market, the weighers of provisions, &c., and to the collectors of the rents and tolls. There are 160 stalls, three yards each, allotted to the sale of various articles, with 201 table compartments, each one yard, used for the sale of vegetables, eggs, poultry, &c.; 36 fish standings, $1\frac{1}{2}$ yard each; 122 benches for vegetables, &c.; 14 fruit standings, three yards each; 28 green standings, three yards each; and 44 stone compartments, allotted to the sale of potatoes, &c. On the west side beneath the shops there are 29 cellars, used for stores. The whole of the floor is flagged, and there are five cast iron pumps, one of which supplies warm, and the others cold water. Every night, previously to the market being locked up, the floor is washed and swept by a number of men who are employed for this purpose, and two watchmen remain inside to guard the premises.

The rents charged for the various premises, which are taken by the quarter, are for shops £18 per annum, and £2 12s. for gas light; butcher's stalls £8, and the corner ones £10; outer fish standings £8, the inner ones £4; vegetable and fruit stalls £6; potatoe compartments £3, the corner ones £3 4s.; cellars £5; table compartments £1 12s.; bench ditto 12s.

The following are a few of the bye-laws that have been made for the regulation of the market by the corporation :—Any person bringing a dog

into the market is liable to a fine of ten shillings.—Butter is not to be sold by any other weight than 16 ounces to the pound.—Any purchaser may have articles weighed at the offices of the authorized weighers, on payment of a halfpenny for things under a hundred weight, and a penny per hundred weight.

Those carriers who are registered wear badges on their arm, and for carrying any burthen 400 yards distance they are entitled to charge 2d., for 800 yards 3d., for 1200 yards 4d., and for any greater distance within the borough 6d. ; if detained more than half an hour prior to being despatched they can demand an additional charge of 2d.; and if called, but not employed, they can also charge 2d.

ST. JAMES'S MARKET.

This market is situate at the top of St. James's-street, and includes an area of about 3000 square yards. It is a neat structure, with a slated roof and is commodiously fitted up with stalls, benches, &c., and is found to be a great convenience to the inhabitants of the south part of the town.

THE OLD FISH MARKET.

This was opened as a general market on the 1st of December, 1826, and is situate at the top of James's-street.

THE NEW MARKET, SCOTLAND ROAD.

This is a neat structure, with two handsome stone fronts, one in Scotland Road, and the other in Bevington-hill, from which are the principal entrances. The façades are of the Doric order of architecture, with three portals, the middle or principal one being adorned with noble pillars and pilasters that support an entablature, and surmounted by a fine bold pediment. This market is very convenient for the numerous inhabitants of the north part of the town, as well as those of Everton and Kirkdale.

ISLINGTON MARKET.

This building is partially covered, and is situate at the top of Shaw's-brow.

Besides these there are markets held in Pownall-square and Cleveland-square. Another for Hay and Cattle in Lime-street, and one for Pigs in Great Howard-street.

A new and extensive Cattle Market has recently been established about three miles off, near to the Old Swan, on the London Road.

The markets of this town are abundantly supplied with every necessary and luxury of life. From the adjacent parts of Lancashire are brought fresh butter, milk, poultry, eggs, potatoes, greens, garden herbs, and fruits of various kinds. From Cheshire are received cheese, fresh butter, potatoes, poultry, eggs, fruits, &c. Ireland and

Scotland send a vast supply of horned cattle, sheep, hogs, hams, bacon, salt butter, grain, potatoes, eggs, poultry, &c. &c. ; and from North Wales, Anglesea, and the Isle of Man are imported large quantities of live poultry, fresh butter, eggs, &c. A great abundance of the finest fruits, both of domestic and foreign growth, is constantly to be found in these markets.

PLACES OF AMUSEMENT.

THE THEATRE ROYAL.

This edifice is situate in Williamson-square, and was erected in the year 1772, by private subscription, at an expense of £6000, which sum was raised by thirty individuals. The front is semicircular, and of stone, decorated with the king's arms, and several emblematic figures executed in bas relief. The interior is well constructed for hearing, is commodiously fitted up, and tastefully ornamented. A superb glass chandelier is suspended from the centre of the ceiling, and brilliantly illuminated by a great number of gas burners. This theatre was enlarged in the year 1803. It is usually open from May until December, and has in general an able company of performers.

THE AMPHITHEATRE.

This is a spacious building of brick, with a stuccoed front, and is situate in Great Charlotte-street. The first stone was laid on the 26th of November, 1825, and the opening took place on the 27th of January, 1826. The interior is remarkably well arranged, and beautifully decorated. It is allotted to equestrian and pantomimic performances, and is generally open during the winter and spring months.

THE LIVER THEATRE.

This neat little theatre is situate in Church-street, and dramatic pieces are exhibited here during the part of the year that the Theatre Royal is closed.

THE MUSEUM.

This exhibition consists of a numerous collection of works of nature and art, which have been well selected and judiciously arranged. It is situate at the bottom of Church-street.

THE WELLINGTON ROOMS.

This edifice is situate in Mount Pleasant, and was opened in the year 1816. It was erected according to the design of the late Mr. Edmund Aikin, of London, and has a handsome stone front, with a circular portico, the external part of which is composed of four Corinthian columns

and two pilasters. The spaces between the portico and the two wings are decorated with panels, bearing carved emblematic figures. The portico communicates with an entrance of an octangular form, which leads to the ante-room, 21 feet square, and this apartment has a communication with the ball room, card room, and supper room. The ball room is 80 feet long and 37 feet wide, and the walls are decorated with beautiful panels. At the farther end is a recess, ornamented with two columns and two pilasters of artificial marble, and over the entrance is placed the orchestra. The supper room is 55 feet long and 25 feet broad, and has a small orchestra. The card room is 44 feet long and 25 feet wide. Subscription balls and concerts are held in these rooms.

THE ROTUNDA.

This structure is situate at the lower end of Bold-street, and was originally erected for the exhibition of panoramic paintings, but is now used as a billiard room.

CHAPTER IV.

PUBLIC WORKS, &c.

WATER WORKS.

IN the year 1799 a company was formed under the denomination of the Proprietors of the Liverpool Corporation Water Works, sanctioned by a statute of the 26th of George III., and was subsequently incorporated in the year 1822 by an act of parliament. There were 400 shares of £100 each, and before the books had been opened five hours the whole subscription was filled up. This company and another, called the Bootle Water Works Company, supply the inhabitants of the town with this indispensable requisite of life, and they are empowered to charge those persons who take it a certain sum, according to the rent or value of the premises.

In order that the water may attain any required level, it is first raised from the spring to a proper elevation by steam engines, situate in Bevington-

hill, Copperas-hill, Soho-street, and Harrington, and afterwards conveyed through the main pipes, which are of cast iron, and placed beneath the pavement of the streets; small lead pipes are connected with these, and conduct the water to the several houses. By a recent act passed in 1826, the title of this company was changed to that of the Company of Proprietors of the Liverpool and Harrington Water Works.

Another company, entitled the Company of Proprietors of the Liverpool Bootle Water Works, was incorporated agreeably to an act of the 39th of George III. The water is conveyed from Bootle, a distance of about three miles, being in the first instance raised to the requisite height by a steam engine, and afterwards received into reservoirs, situate in Vauxhall Road, Crosbie-street, Everton, and Kirkdale, which are said to be capable of holding 5000 tuns of water. This company obtained an act of parliament in the year 1813, by which they were empowered to form a new line through the townships of Kirkdale, Everton, and West Derby.

For the more facile and expeditious extinguishment of fires, there are reservoirs in New-hall-street and Prussia-street, which supply tanks placed in several parts of the town.

Great advantage and convenience are conferred on the town by these two companies, who at a very moderate charge afford to the inhabitants a

constant and plentiful supply of excellent pure spring water, a most invaluable necessary of life.

GAS WORKS.

The discovery and use of gas have produced one of the most remarkable improvements of the present age. Could the ancients re-visit this busy world, with what astonishment would they behold the myriads of brilliant flames that afford so splendid and varied an illumination, by means of which the disagreeableness and inconvenience of darkness are almost obviated.

The Liverpool Gas Light Company was established on the 23d of May, 1818, and the shares have frequently attained a price quadruple their original value. The premises where the gas is made are situate in Hatton-garden and Vauxhall Road. The office is in Dale-street, the front of which is decorated with a stone figure of the liver, and beneath is inscribed the appropriate phrase—EX FUMO DARE LUCEM. This company light nearly all the streets, and the greatest part of the shops and offices.

THE LIVERPOOL OIL GAS COMPANY.

This company was incorporated on the 23d of May, 1823. The premises and offices are situate in Rose-hill.

THE BOTANIC GARDEN.

The Botanic Garden is situate a little to the

east of Abercromby-square, and was opened in the year 1803. It is enclosed by a substantial stone wall, and occupies about ten acres of land. An extensive conservatory, 240 feet in length, stands near the middle of the garden, and is stocked with a rare and choice variety of plants, and the grounds are tastefully laid out, and supplied with a great variety of plants. Two neat lodges adorn the entrance. Prior to the establishment of this institution the founders published an address, in which they state,—

“That the prevailing taste for botanical studies, and the liberality displayed by the inhabitants of Liverpool in the encouragement of scientific pursuits, afford sufficient reason to conclude, that the establishment of a botanical garden in the neighbourhood of the town is at present a desirable and attainable object. To enlarge upon the advantages to be derived from botanical knowledge is not the object of this address. It is presumed that its application to agriculture, gardening, medicine, and other arts essential to the comfort and even support of life is generally acknowledged. The claims which it has to our attention, when considered merely as an elegant amusement, ought not to be neglected; an amusement calculated to interest the understanding, whilst it promotes the health and vigour of the bodily frame.

“It is, however, necessary to the progress of

this science, that the student should be supplied with actual and living specimens. The imperfections of language to give an adequate idea of any vegetable production must be generally admitted; and the most beautiful and accurate drawings fall infinitely short of that delicacy and minuteness of parts on which its scientific distinctions essentially depend. Even the plants themselves, when collected and attempted to be preserved, are deprived of so many peculiarities incident to their habit and growth, that it is only from living plants that we can flatter ourselves with the hope of obtaining those substantial distinctions which are necessary to discriminate these numerous productions, or of extending the science itself.

“Without public institutions for the purpose of preserving such plants as are imported into the country, and in the acquisition of which so many men of great learning and talents have devoted themselves to long and dangerous voyages and expeditions, there is every reason to believe that considerable numbers will be lost to us.

“The great repositories are at present those of nurserymen in the vicinity of London; but when profit is the chief object, it is to be feared those plants alone will be propagated which will best re-pay the attention of the cultivator. Many scientific and opulent individuals, in different parts of the kingdom, have contributed not only

to encourage this study by their wealth, but to extend it by their talents; yet the taste of an individual may be supposed to attach to some favourite class of productions; and at all events, a private collection cannot be expected, either in copiousness or permanency, to contend with a public institution, which is calculated to comprehend every known vegetable production, and to preserve them for a continued series of years, which, in many instances, is indispensably necessary to their perfection."

The excellence of these remarks we deem a sufficient apology for having made so copious a quotation. We are informed that a piece of ground near to Edge-lane has lately been purchased, whither it is intended shortly to remove the present establishment, owing to its becoming so much surrounded by buildings.

ST. JAMES'S WALK.

This public promenade, commonly called the Mount, is situate on the south side of the upper part of Duke-street. The mayor of this town in the year 1767 employed the poor people in its construction. The elevated spot on which it stands affords an extensive view of the town, and particularly of the opposite part of Cheshire, and the Welsh mountains. Adjoining there is a shrubbery, which is neatly laid out with serpentine walks, and is kept in excellent order.

THE FLOATING BATH.

This is a great public accommodation, provided at the sole expense and risk of the proprietor, Mr. Thomas Coglean, and is said to be the largest establishment known of the kind. It is constructed similarly to the hull of a vessel, and is buoyed up by air-tight chambers. The water being admitted through an iron trellis, and escaping through a corresponding one at the opposite end, is perpetually changing with the current in the river. The extreme length of the vessel upon the deck is 82 feet, the width 34 feet, and the dimensions of the bath are 80 feet by 27 feet. The bottom is an inclined plane, and gradually varies in depth from $3\frac{1}{2}$ feet at the shallow end, to 6 feet at the deeper end. No bath could be better adapted for learning the art of swimming than this is, which has all the advantages of a running and sufficiently deep stream, without the slightest danger. Around the bath are gangways, which communicate with numerous neat and convenient dressing-rooms; and for the purposes of private bathing a screen is placed in front of a portion of the dressing-rooms, so that individuals may descend into the water unobserved. Besides this there is a small private bath, and those gentlemen who prefer swimming in the river are allowed to go through the door on the side of the vessel which may happen to be opposite to the Cheshire coast. There are

two spacious cabins, one at the stern, and the other in the middle, regularly supplied with newspapers. A variety of excellent refreshments may at all times be had here. The upper deck, which is surrounded with rails, and commodiously furnished with seats and tables, affords a most pleasing and ever-varying prospect.

During the summer the bath is usually moored opposite to the Prince's Parade, and in the winter is stationed in Wallasey pool. It was launched on the 11th of June, 1816.

STEAM NAVIGATION.

It was in the month of July, 1815, that the first steam vessel employed on the river Mersey arrived here, and compared with the present splendid and swift sailing steam packets, was truly a very inferior production. The expeditious and regular communication occasioned by steam navigation has conduced much to the influx of strangers and the transacting of business, for ordinarily a person may leave Liverpool in the evening and be seated at breakfast the following morning in Dublin; and a similar facility of transit at present exists to most of the principal towns and cities on the coasts of Ireland, Wales, and Scotland. Distances that formerly required a voyage of six

or seven days, are now passed over in little more than so many hours; and if we compare the amount of business at the present time carried on in this port with that of any former period, we shall perceive that the consequent increase of trade is at least commensurate with the means of conveyance.

But the advantages arising from this improvement are most strikingly demonstrated by that class of steam vessels, which from morning to night are unceasingly passing from the piers on this side to the opposite part of Cheshire, by means of which thousands of persons are daily going to and fro, with nearly the same ease and certainty as if a bridge were thrown across. Hence have arisen in the hundred of Wirrall, within a very short space of time, numerous habitations, and many of them elegant, besides several manufactories, that otherwise would in all probability have never been called into existence.

Every day, from an early hour in the morning until dusk in the evening, numerous steam boats are constantly sailing between the several parades on this side the river, and the following ferries in Cheshire, viz. Tranmere, Birkenhead, Woodside, Seacombe, and Egremont.

INLAND NAVIGATION.

This town is scarcely less indebted to inland

navigation for the advancement of its general interests, than to the extensive commerce it has enjoyed by sea; for by the former a ready and comparatively cheap means of communication was opened into the various districts which constitute the principal seat of British manufactures. In the year 1755 an act of parliament was granted for making the Sankey canal, which extends twelve miles, exclusive of its different branches, and thus connects St. Helen's with the river Mersey, whence the coals and manufactures of that place and its vicinity are brought to Liverpool. In 1758 Francis Egerton, the late Duke of Bridgewater, having obtained an act of parliament, began his canal from Worsley, a distance of seven miles from Manchester, and in 1773 the same nobleman completed another canal, which forms a connexion between Manchester and the river Mersey at Runcorn; hence a direct communication was opened betwixt the two principal towns of the county of Lancashire. These extensive works were planned and directed by Mr. James Brindley, one of the greatest mechanical geniuses that this country has produced.

On the 10th of August, 1766, a meeting was convened at Stafford, and it was agreed that canals should be formed from the river Severn at Tern Bridge in the county of Salop, from the river Trent at Welsden, in Derbyshire, and from the river Weaver at Winsford Bridge, in the county of Chester.

In the year 1770 an act of parliament was passed empowering the company of proprietors to make the Leeds and Liverpool canal, which extends a distance of 130 miles. The late Honourable Charles Lewis Mordaunt raised the first sod in the parish of Halsall, on the 5th of November of the same year. The entire fall of water is 838 feet. In 1777 the part from Liverpool to Newborough was finished and opened, but the completion of this stupendous undertaking which connects the St. George's Channel with the German Ocean, was not effected until the year 1816. The whole expense amounted to more than £2,000,000, sterling. By means of a short cut from the Leeds and Liverpool canal near Wigan, to that of the Duke of Bridgewater's at Leigh, a junction has been made whereby a communication of inland navigation now exists between Liverpool, Wigan, Chorley, Preston, Lancaster, Kendal, Blackburn, Burnley, Leeds, Nottingham, Birmingham, Worcester, Bristol, and London.

The Mersey and Irwell navigation also affords a constant communication between this town and Manchester to which place vast quantities of foreign produce of every description are transmitted by this conveyance, and manufactured articles are returned to Liverpool.

The Ellesmere canal connects the Mersey with the Dee, and thus forms an intercourse between North Wales and this part of the country.

The river Weaver navigation. By this conveyance, which leads to the centre of the county of Chester, is carried an abundance of foreign and domestic produce, besides great quantities of coal from Lancashire and in return are transmitted cheese and grain. Of manufactured salt alone it is stated that annually there are sent by this canal 140,000 tons, and more than 50,000 tons of rock salt.

BANKERS.

Messrs. Arthur Heywood, Sons, and Co., Brunswick-street. Messrs. Leyland and Bullins, King-street. Messrs. Samuel Hope and Co., Water-street. Messrs. Moss, Rogers and Moss, Dale-street. Messrs. Fletcher, Roberts Roscoe, and Co., High-street. The Bank of Liverpool is situate in Water-street. The Liverpool and Manchester District Bank is situate in Castle-street. The Liverpool Commercial Bank is situate in John-street; and the Branch Bank of England in Hanover-street. The banks are open every weekday from nine until three o'clock, except Friday, when they close at one o'clock.

MANUFACTORIES.

Though the inhabitants of Liverpool are mainly engaged in commercial pursuits, yet many extensive manufactories are carried on here. Ship building is extensively prosecuted, and has been brought to a high degree of excellence; many

fine merchant vessels, besides several ships of war, and a great number of steam boats, have been constructed in this port. There are several establishments for the manufacture of steam engines, the principal of which is Messrs. Fawcett and Co., in York-street. The engines made here are deemed to be of the best quality. There are many manufactories of iron chain cables and anchors, as well as several large brass and iron foundries, and numerous extensive establishments for the manufacture of ropes. This town is also remarkable for the number and height of its wind-mills, appropriated to the grinding of corn, colours, dyers' wood, &c. Many steam engines are likewise used for the same purposes. The manufacture of soap is supposed to be carried on here more extensively than in any other part of the kingdom. There are several establishments for the refining of sugar, the most extensive of which is that of Messrs. Brancker's, in Matthew-street. Many chemical manufactories and large breweries are established here. The Herculaneum Pottery is situate in Toxteth Park, and has long been noted for its excellent productions. The manufacture of watches and chronometers is established here on a very extensive scale, and has been brought to a high degree of excellence in this town and its vicinity. Messrs. Lyon and Son, in Brownlow-hill, and Messrs. T. and E. Parr, in Great Charlotte-street, have establishments for glass staining.

NEWSPAPERS, &c.

Monday....	The Albion.
.....	Myers's Mercantile Advertiser.
Tuesday....	The Liverpool Times.
.....	The Liverpool Standard.
Wednesday	The Liverpool Courier.
Thursday. .	Gore's General Advertiser.
Friday.....	The Liverpool Mercury.
.....	The Liverpool Standard.
Saturday....	The Liverpool Chronicle.
.....	The Journal.

HACKNEY COACHES.

The following rates were fixed at a General Quarter Sessions of the Borough. holden the 19th of January, 1824, to commence on the 1st of March, 1824:—

For the fare or hire of every coach, carrying not more than four persons, or of a chaise, going a distance not exceeding 1000 yards, 1s.;—exceeding 1000 yards, and not exceeding 1700, 1s. 6d.;—and for each 700 yards afterwards, or any intermediate distance, the additional sum of 6d. For the hire of every car, drawn by one or two horses, two-thirds of the fares above stated.

The hire of every coach and two horses by the day is 18s.;—and by the hour 2s. 6d. for the first hour, and 1s. 6d. for every subsequent hour. The hire of every car is 12s. per day; or 1s. 6d. for the first hour, and 1s. for every succeeding hour.

But every driver of a coach or car has it in his option to be paid either by time or distance.

Where the fare of any coach or chariot shall amount to 4s. or upwards, or of any car to 3s. or upwards, it shall be at the option of the hirer to detain the coach, &c. to return in the same on payment of half fare, provided the coach be not detained more than one hour, and for which detention no additional sum shall be demanded. If the coachman, in the course of his fare, be detained by the passengers at any place or places above ten minutes in the whole, he shall receive 6d. above his fare. Coachmen are allowed to charge double fare if employed after twelve o'clock at night or before seven in the morning.

There are many proprietors of hackney coaches in various parts of the town, from whom coaches and cars may be hired ; but the following are the principal stands, viz.—Castle-street ; West side of George's Dock ; Ranelagh-place, and Clayton-square.

WALKS THROUGH THE TOWN.

In order that the stranger may more easily make himself acquainted with the public edifices and works of the town, as well as their relative situation with respect to each other, the following remarks have been thrown together in a

number of distinct perambulations, so that by a reference to the map of the town, any particular part or district may be selected at the option of the visiter.

1ST WALK.

From the Town Hall to the Northern Docks, and back to the Exchange, by the way of Great Howard Street and Oldhall Street.

From the Town Hall we proceed along Castle-street until we arrive at the southern end, where stands St. George's Church: on this spot was situate the old Castle. Then turning to the right we enter James's-street, at the higher part of which is the old Fish Market, at the present time used as a general market. Continuing our course down this street,—(the old houses which formerly lined each side of it were lately taken down, and on one side spacious and commodious warehouses have been erected,)—we approach the passage which connects the Dry Dock and George's Dock. We now cross an elegant iron swivel bridge, and looking towards the north we have George's Dock in front, on the east side of which rises a noble pile of buildings called the Goree Warehouses, that present a vivid idea of an extensive and wealthy commercial city. For the accommodation of foot passengers, spacious piazzas run along the entire front of these buildings. The original warehouses that occupied this site were burnt

down in the year 1802; the loss was estimated at £44,500 for the buildings, £120,000 for grain, £60,000 for sugar, £8500 for coffee, £30,000 for cotton, £60,000 for sundries, and forming a total of £323,000. The former warehouses were two stories higher than the present are. On the west side of this dock we have in view the new Baths, which constitute a considerable ornament to this part of the town. In front of the Baths is George's Pier, where is a constant throng from morning to night, occasioned by multitudes of persons who are either on the point of embarking in the numerous steam boats that ply to the various ferries on the opposite shore, or to some more distant port in Ireland, Scotland, or Wales, or else landing after having returned from some pleasurable excursion or voyage of business. The uses of the docks, and the various works connected with them, will be too manifest to require any explanation here. Pursuing our course to the gates at the north end of this dock, we again cross a bridge of like construction to the former, and arrive at the Old Church, from the yard of which we have a good view of this part of the river, and of the Cheshire coast opposite. Leaving this spot we advance towards the river again, but a little to the north, and shortly we approach the passage that communicates with George's Dock Basin and the Prince's Dock. To the west of the Prince's Dock, which is enclosed by a sub-

stantial and high brick wall, is the Prince's Parade, one of the most extensive and finest marine promenades in the kingdom, and which is much frequented about the time of high water, especially in fine weather. For the accommodation of the public there are benches placed at convenient distances, and at each end there is a covered shed, serving as a shelter against the heat of summer, and the inclemencies of winter. A stone wall about a yard high protects the side next the river, and at suitable distances there are flights of steps, for the convenience of persons landing or embarking. During the summer season the Floating Bath is moored at a short distance from the southern part of this walk. The opposite part of Cheshire is seen to great advantage here, interspersed with neat cottages and several elegant dwellings; and further to the west we perceive Bidston Hill, on which stands the Lighthouse, built in the form of a tower, besides a range of lofty poles, used for the purpose of hoisting signals, by which means intelligence is conveyed to the town of the appearance of vessels in the channel long before they enter the river. A little above the shore, near the northern extremity, are the Magazines, where vessels take in their powder on going out to sea, and where they deposit it on their return into port. Further to the right a strong fort, mounting eighteen thirty-two pounders, has been recently erected; and a little

to the north of this is a handsome Light-house, in a circular form, and composed of granite, well jointed and cemented with a volcanic material called puzzilani, obtained from the vicinity of Mount Etna. This cement is said to grow continually harder, so as to acquire a durability equal to that of stone.

Turning to the right from the northern end of the Parade, we approach the passage that leads from the Prince's Dock to its Basin. Here again we pass over a neat swivel bridge, and enter the Waterloo Road, to the west of which are several new docks but in an unfinished state. Within a very few years past all this space formed a part of the bed of the river, and was much resorted to for the purposes of bathing. Continuing our course to the north we come to the Clarence Dock, which is surrounded by a strongly-built high stone wall. From the western side of this dock we obtain a distinct prospect of the opposite part of Cheshire, and an extensive view of the river.

On leaving this dock we enter Regent Road, a new street, in which several good buildings have been recently erected; and passing hence through Regent-street we come to Great Howard-street, where turning to the right hand, and after proceeding a short distance, we arrive opposite to the Borough Gaol, formerly called the French Prison, in consequence of many of the captives taken in the late war being incarcerated here, but

at the present time it is allotted chiefly to the custody of bankrupts and insolvent debtors. It is a spacious stone building, and stands in a healthy situation. Continuing our course a little farther we approach the Leeds and Liverpool Canal Basin, which is surrounded with warehouses and coal yards. On the right hand after crossing the bridge is the site of the old Ladies' Walk, which was much resorted to about sixty years ago as a public promenade. A little to the left the cupola of St. Paul's Church is seen, towering above the adjacent edifices.

We now pursue our course along Oldhall-street, which derives its appellation from a mansion belonging to the Mores, once situate here, and formerly called the Old Hall. This street, which has been much widened within a few years past, leads to Chapel-street, where passing through a splendid vestibule of the Doric order, we find ourselves in the area of the Exchange Buildings, in the centre of which stands a magnificent bronze monument, erected to the memory of the immortal Lord Nelson. This monument, and the surrounding pile of building, possesses the highest claim to the notice of the stranger.—(*See the description, p. 56.*)

2D WALK.

Down Water Street, to the Docks south of James's Street.—Return by St. James's Church, through

St. James's Street, past the New Custom House, and up Pool Lane.

Starting again from the Town Hall we enter Water-street, at the lower part of which, on the right hand, a handsome range of new warehouses is situate; those below Tower Garden occupy the spot where the old Tower formerly stood, to the foot of which the tide was once accustomed to flow. Turning to the left from the bottom of this street we proceed along the Goree Piazzas, and passing the lower end of James's-street we arrive at Strand-street, the western side of which, with some other buildings that formerly faced the dock, was taken down in the course of the improvements that the corporation has been carrying on in this quarter of the town. On the right is the Dry Dock, which has recently been repaired and enlarged. Vessels of small burthen are usually stationed here. Further to the west are Nos. 1, 2, and 3, Graving Docks.

Advancing a little farther to the south we arrive at the Salthouse Dock, over the entrance of which is placed one of the old-fashioned draw-bridges, that presents an awkward and uncouth appearance when compared with the elegant bridges that cross the entrances of the other docks. Between the west side of this dock and the river there are several yards, appropriated to ship-building. Passing Cornhill we approach the Duke's Dock, adjacent to which is a fine range

of warehouses, belonging to the trustees of the late Duke of Bridgewater.

We are now arrived at Wapping ; and inclining a little towards the river we come to the King's Dock, the form of which is a quadrangle, and on the west side are seen the Tobacco Warehouses, that occupy a space of three acres, one rood, and twenty-five perches, of statute measure. On the farther side of this building is the Marine Parade, from which is a fine view of the river, and the opposite villages of Tranmere and Birkenhead. At low water an extensive sand-bank is visible, which has greatly increased within the last few years.

Continuing our course a little farther to the south, we approach the Queen's Dock ; hither Baltic and Dutch shipping, and vessels employed in the timber trade, chiefly resort. On the west side of this dock are situate Nos. 4 and 5 Graving Docks, and between Baffin-street and the river there are several shipwrights' yards.

We now come to the Brunswick Dock, the last to the south ; and retracing our steps until we arrive at Parliament-street, which is situate on the east side of the Queen's Dock, and which forms the boundary on this part of the town, we pursue an easterly direction, and have on the right hand Toxteth Park, that has become very populous within a few years past. After having gone about seven hundred yards we arrive at

St. James's Church, a plain brick structure, with a spacious cemetery; and a little to the left stands St. James's Market, which has been recently erected for the accommodation of the inhabitants of the south end of the town. We now proceed down St. James's-street, and at a short distance from this street on the right is situate Great George-square; and a little lower down, on the same side, we obtain a glimpse of St. Michael's Church, a beautiful stone edifice, with a magnificent portico, the pillars and capitals of which were modelled after those of the temple of Jupiter Stator in the Forum at Rome. It is to be regretted that in consequence of the proximity of the adjacent houses, this exquisite colonnade cannot be viewed to full advantage. The stranger ought to take an opportunity of inspecting this elegant specimen of architecture.

We now enter Park-lane, and shortly arrive at one of the Free Schools erected by the corporation, and near the bottom of this street stands St. Thomas's Church, whose spire before being taken down was one of the most symmetrical and beautiful in the country, and when viewed from the river, or opposite coast, was a truly picturesque object. Passing the chancel of this church, we enter a small street which leads to Cleveland-square, where formerly resided some of the most influential inhabitants of the town; but at present it is used as a market, and most of the houses

have been converted into shops. We now enter Price-street, and after going a few yards we are presented with a view of the lower part of the new Custom House, which is now being erected, and which when completed will be one of the most magnificent structures in the kingdom. Continuing our way along the eastern end of these works we have the old Custom House on the right hand: this building is altogether destitute of architectural beauty. Turning to the left we soon arrive at Pool-lane, at the higher end of which stands St. George's Church, and from this place we have a good view of Castle-street and the Town Hall. This street is to be widened, when the east side will be in the same line with St. George's Crescent.

3D WALK.

Lord Street.—Church Street.—Bold Street.—St. James's Cemetery.—Great George Street.—Duke Street,—and Paradise Street.

Starting from St. George's Church, we pursue our way down Lord-street, which has lately been widened and improved, and the south side has been entirely re-built. Formerly this street was so narrow that two carriages could hardly pass each other, and it was closed at the top, with the exception of two small passages to the right and left, one of which communicated with Harrington-street, and the other with Cable-street. This is one of the greatest improvements that the cor-

puration has caused to be made in the town. At the bottom of this street a bridge was once erected, and anteriorly ferry boats were stationed here for the purpose of conveying passengers over that part of the pool which flowed over this spot. We are now arrived at the lower end of Church-street, on the north western corner of which is situate the Museum ; and proceeding a short way farther we have St. Peter's Church on the right, a little to the south of which is also seen the Blue Coat School.—(a description of these, as well as the other public edifices of the town, may be readily found by reference to the Table of Contents prefixed to this volume.)—We next come to Post Office-place, in which is situate the Post Office, at a distance of about fifty yards from the front of Church-street. At the higher corner of this passage stood the old Dispensary, which was taken down a short time ago, and the site is now occupied by the present extensive pile of buildings. We next arrive at the Athenæum News Room, which stands on the same side, and is supplied with one of the most valuable libraries in this part of the kingdom.

Continuing our course we come to Bold-street, which presents a pleasing appearance, having St. Luke's Church at the higher end, and the Lycæum News Room and Library at the left-hand corner of the lower end. The latter edifice is a beautiful specimen of Grecian architecture. At a short distance higher up on the same side

is the Rotunda, which is appropriated to billiards, and supported by subscription. The next street on this side is Slater-street, near to which is situate the School for the Deaf and Dumb. A little higher up we have on the left hand the Savings' Bank, which was originally built for a Freemasons' Lodge, and on the opposite side is Colquitt-street, in which the Liverpool Royal Institution is situate. The Statue Gallery and extensive Museum of this establishment are well worthy of the visiter's notice.

We are now arrived at the top of Bold-street, where stands St. Luke's Church, one of the finest modern Gothic structures in the kingdom. Its architecture and workmanship are deserving of attention. Continuing our perambulation along Leece-street, which is situate on the north side of this building, we come to Rodney-street, and turning to the right hand we proceed until we approach the higher part of Duke-street, where our attention is arrested by the Oratory of St. James's Cemetery. This is indeed a beautiful edifice, displaying a high degree of classic elegance. Passing alongside the northern wall we have on the right a good prospect of the Cemetery, and entering Hope-street, in which have recently been erected several elegant houses, we turn to the south, and from this situation the Oratory is seen to great advantage. On leaving this street we enter Upper Parliament-street, and inclining to the right we approach a neat stone

gateway, which is the southern entrance to the Cemetery.

We are now arrived at the steps at the south end of St. James's Walk, ascending which, if the weather be favourable, we obtain an extensive view of a part of the town, the river, and a great portion of Cheshire, and in the back ground the Welsh mountains terminate the view. The shrubbery attached to this promenade is kept in good order, and is neatly laid out. Descending the steps at the northern end we have the Oratory and Minister's residence on the right, and proceeding down Duke-street we pass St. Mark's Church, which is a plain brick edifice. A little lower down Great George-street opens on the left, with a view of the Chapel belonging to the Independents. Pursuing our way we come to the Union News Room, situate at the corner of Slater-street. This is a neat stone building, adorned in front with the Union Arms. Arriving at the bottom of this street we enter Paradise-street, near the northern end of which stands a neat Chapel belonging to the Unitarians.

4TH WALK.

Dale Street.—Shaw's Brow.—London Road.—Brownlow Street.—Botanic Garden.—Abercromby Square.—Mount Pleasant,—and Ranelagh Place.

Setting out once more from the Town Hall we proceed along Dale-street, one of the oldest

in the town, and which until a few years ago was very narrow. Several old houses stood on the north side, but they were taken down when the street was widened. Opposite to Croshall-street is the office belonging to the Liverpool Gas-Light Company, and at the lower end there were formerly flood-gates. Passing Byrom-street on the left, and the Haymarket on the right, we ascend Shaw's-brow, and though rather steep at present, it was much more so some years ago. It is understood that the houses on the south side are soon to be taken down. At the top on the right hand stood the old Infirmary and the Alms-houses; but these buildings have been entirely removed, and the ground is not yet built on. The opposite side is occupied by Islington Market.

We are now arrived at London Road, and having gone a few paces we approach the Blind Asylum, situate on the south side, and at the distance of about one hundred and fifty yards, on the east side of Duncan-street, stands that beautiful structure the Church belonging to this charity. Passing Norton-street and Seymour-street we next arrive at the equestrian statue of George III., executed in bronze, by Westmacott. This is a fine production, and shews the good taste and skill of the artist. Advancing along Pembroke-place we enter Brownlow-street on the right, and immediately we arrive at the new Infirmary, which claims the attention of the visiter

as well for the elegance as the magnitude of the structure. Leaving this street we enter Brownlow-hill; before us is the front of the Workhouse, and a short distance to the east is seen the House of Recovery, opposite to which is the new Lunatic Asylum, enclosed by a high stone wall.

Pursuing an easterly direction we have a view of St. Mary's Church, Edge-hill, with many of the adjacent buildings. We now turn to the right through Crown-street, at the farther end of which is situate the Railway Yard, where the omnibuses and other vehicles take up the passengers who may have arrived by the Railway carriages, or set down those persons who are about to depart. A little to the west are situate the Botanic Gardens, the lodges of which we pass in going along Oxford-street; and after proceeding a short distance we approach Abercromby-square. This square consists of a number of elegant mansions, and the area is occupied by a shrubbery, tastefully laid out, and enclosed by iron palisades. On the eastern side stands St. Catherine's Church, adorned with a handsome portico of the Ionic order. Leaving this street we enter Mount Pleasant, formerly called Martindale-hill, which was celebrated in a poem written by William Roscoe. At the higher part, on the right hand, is a newly erected Chapel belonging to the congregation of Scotch Seceders. It has a neat stone front, with a portico of the Doric order. A little lower down on the same

side are the Wellington Rooms, the front of which is of the Corinthian order. Continuing our walk we arrive at the point where Clarence-street and Rodney-street meet, and on the eastern side of the latter is seen the new Scotch Kirk. We now descend Mount Pleasant, and near the lower end pass a chapel belonging to the Wesleyan Methodists. Then inclining a little to the right we enter Ranelagh-place, on the higher side of which is situate the Adelphi Hotel.

5TH WALK.

From Church Street.—Williamson Street.—Williamson Square.—Clayton Square.—St. John's Market.—Islington.—Shaw Street.—Richmond Row.—Byrom Street.—Whitechapel

Commencing this perambulation from Church-street, we pass through Williamson-street into Williamson-square, where we have a view of the front of the Theatre. Then passing through Houghton-street we enter Clayton-square, in which are several good inns; and continuing our course through Elliot-street, we pass the south entrance of St. John's Market, and proceeding along Great Charlotte-street, we arrive opposite to the Ampitheatre, the front of which is covered with stucco. We now come to Queen-square, which, though partially built many years since, is not yet completed. Leaving the Square we find ourselves in the old Haymarket, where we

are presented with a good view of St. John's Church, and ascending St. John's-lane, with the Church on the left, we soon arrive at Lime-street, and after a few steps we again visit the upper part of Shaw's-brow. Passing along Commutation-row we immediately come to Islington, and arriving at the higher end of it we have a view of Brunswick Chapel, situate in Moss-street, the front of which is composed of stone, and ornamented with an Ionic portico and pediment. Turning to the left we pass through Shaw-street, which is not yet completed, and on the eastern side of it stands St. Augustine's Church. This being an elevated situation, we have an extensive view of the town and the northern part of the river. From this street we descend Everton-brow, and passing the Crescent on the right we soon come to Richmond-row, and after walking a short distance we arrive at St. Anne-street, at the northern extremity of which is situate St. Anne's Church; the next street below is Rose-hill, where are the office and gas-works belonging to the Liverpool Oil Gas Company. From the bottom of Richmond-row we enter Byrom-street, and immediately pass the Baptist Chapel, and at a farther distance on the same side stands St. Stephen's Church. Passing hence through the old Haymarket we arrive at Whitechapel, which was once part of the bed of the pool, and ferry-boats were stationed here for the purpose of con-

veying passengers across. This street brings us near to the spot from which we started.

6TH WALK.

From the Town Hall.—Vauxhall Road.—Great Oxford Street North.—Scotland Road.

Setting out from the Town Hall we pass through Exchange-street East, and in a few minutes arrive at Tithebarn-street, which is in no respect worthy of remark. At the other end we come to Vauxhall-road, and after proceeding some distance we approach the new Dispensary, the front of which is decorated with a handsome Ionic portico. In this neighbourhood there are many manufactories of various descriptions, the chimneys of which indicate their several situations. Near to Burlington-street is stationed a portion of the Gas Works, and at a short distance farther a remarkably high chimney, belonging to Mr. Muspratt's Chemical Works, is perceived towering above the surrounding buildings : its height is 231 feet, the base 30 feet, and the summit 9 feet. It was erected by six men, in the short space of six weeks and three days.

Much of the land to the north of this spot is at present used for the purpose of making bricks, and on the western side of Vauxhall-road the Leeds and Liverpool Canal has its course. We are now arrived at Great Oxford-street North, on the south side of which is situate the Church of

St. Martin in the Fields. Passing through this street we have before us a fine prospect of Everton, which stands on an elevated situation, and is studded with numerous elegant residences, interspersed with lawns and shrubberies rising above each other on the declivity of the hill. At the top is seen St. George's Church, which adds greatly to the beauty of the surrounding scenery; and the buildings to the northern extremity gradually mingle with those of the village of Kirkdale. We now enter Scotland-road, the principal entrance from the North, which is crowded with numerous new houses, continued (with very few interruptions) as far as the last-mentioned village. Directing our way to the south, we have in front an immense town, the superincumbent atmosphere of which is almost constantly tinged with the smoke that arises from numerous chimneys; and after proceeding some distance we arrive at the new Market; there are two fronts to this structure, one in Scotland-road, and the other in Bevington-hill, both of the Doric order, and each having three entrances, the middle or principal one having a handsome bold pediment, supported by four stately pillars. Pursuing our course we soon approach Byrom-street, through which we have already passed.

ENVIRONS.

As the stranger may probably be induced to

visit some of the adjacent Villages, we have deemed it proper to insert here brief notices of those most deserving of observation.

SEACOMBE AND EGREMONT.

From the Prince's Parade steam or sail boats are constantly plying to the opposite ferries of Seacombe and Egremont, at which places there are good inns, where may be had refreshments of the best quality. From this part of the coast the river, and a great portion of Liverpool, (the docks of which are generally crowded with shipping,) are perceived to great advantage.

BIDSTON.

The Light-house, situate on Bidston-hill, is well deserving of the stranger's notice, as its elevation commands one of the most extensive views in this neighbourhood. Should the weather prove favourable, this is a most interesting marine prospect; for vessels may be perceived, even without the aid of a telescope, at a great distance. From the top of the Light-house, which is of easy ascent, may be seen much of the hundred of Wirral, and many of the high mountains of Wales.

WOODSIDE, BIRKENHEAD AND TRANMERE.

Boats are constantly sailing between George's Parade and these ferries. Woodside ferry was established so far back as the year 1282, at which

time it was valued at forty shillings per annum. An extensive new square is now being built here, the houses of which are to be spacious, and of an elegant style of architecture, and the area will occupy a space of eight acres. It is to be named Hamilton-square.

BIRKENHEAD.

This is also a very ancient ferry, and is situate at a short distance to the south of Woodside, and is now becoming populous, many new edifices having been erected since the year 1818, at which period there were only fifty inhabitants. The Church is a handsome structure, of the Gothic style of architecture, with a neat spire, which adds much to the picturesque beauty of this village. Adjoining this edifice stands the remains of the old Priory, which was founded by Haman Massie, third baron of Dunham, in the year 1190. The monks of this foundation enjoyed the privilege of carrying passengers from Birkenhead to Liverpool. The charges were a farthing for a person on foot, and twopence for a horseman. At the dissolution of the monasteries the yearly revenues of this abbey were valued at £90 13s.

Some interesting ruins still remain here, but since the erection of the new church, and of several contiguous buildings, they have been in a great degree concealed from the public gaze, and much of that solemn and venerable stillness

that once surrounded them has been removed ; yet something is left to excite the curiosity, and to employ the research of the antiquary.

A few years ago a grave-stone was found beneath the ruins, and has since been placed in the wall of the old Chapel. It bears the following inscription :

*Hic jacet Thomas Rayneford, qu [ond] am bon' vicar
hu' [p] o [rat'], qui obiit ^{mo} b, [die] maii, anno domini
^{mo} M, C [CCC,] LXXIII. cui' animæ ppiciet. De'.*

The letters inserted in brackets have been obliterated, and the whole has sustained much injury from time. The following may be considered a translation :

“Here lieth Thomas Rayneford, formerly the good vicar of this priory, who died on the fifth day of May, in the year of our Lord 1473, to whose soul may God be merciful.”

In a portion of the adjacent ruins there are several fine groined arches. These, and the various remains of windows, pillars, &c. with the extent of ground marked out by the fragments of walls, clearly show that this was once an edifice of some distinction.

TRANMERE.

This is the next ferry to the south of Birkenhead, and is also becoming more inhabited than it was formerly. Adjoining it is Holt-hill, the

summit of which commands an extensive prospect of the neighbouring villages and the river. Liverpool is likewise clearly distinguished, with its long line of docks, crowded with shipping; and further in the back ground are seen the villages of Everton and Edge-hill, the former being situate to the north of the latter.

Tranmere, properly so called, stands on the side of the hill, and is remarkable for several old houses, and the remains of an ancient cross. Below, and bordering on the river, are situate the Rock House and New Ferry, to both of which places large and commodious sail boats ply regularly from the opposite piers.

EASTHAM.

In a southerly direction, about three miles farther than the New Ferry is the Eastham Ferry, and contiguous to the place of landing is a good inn, which, from its proximity to the river, and being in a rather elevated situation, commands a pleasing and an extensive view of the opposite shore of Lancashire; and on the Cheshire side, to the right is perceived Beeston Rock, on the summit of which, in a clear day, may be distinguished the remains of an ancient castle. Helsby Hills, which border on the forest of Delamere, and the ruins of Halton Castle, in the vicinity of Runcorn, are likewise discerned.

The village of Eastham is distant about a mile

from the ferry, and has a neat ancient Church, of which Inigo Jones is said to have been the architect. Hooton Hall, the seat of Sir Thomas Stanley, stands between this place and the river, and has an extensive park. There is also a wood adjacent to the Ferry-house, which in the summer season affords an agreeable and diversified walk. Steam boats arrive at this ferry three times a day, for the purpose of conveying passengers from and to Liverpool, who may proceed to Chester by coaches which are kept here for that use.

About two miles higher up the river, is the Ellesmere Canal, by which persons are also carried to Chester; and a little farther is situate the village of Ince, to which a steam packet plies regularly once a day. If the tide permit, this boat starts in the morning and returns in the evening. At some distance farther is the mouth of the river Weaver; on which a packet constantly plies for the conveyance of passengers to Winsford-bridge, near to Frodsham. The country through which this river winds its way is diversified with the most beautiful and enchanting scenery. The serpentine course of the stream passing through fertile vallies, flanked by hills pleasingly variegated with wood and verdure, and the numerous small craft, with their swelling canvas suddenly bursting on the view at various distances, render this one of the most delightful excursions in this part of the kingdom.

RUNCORN.

A few miles further up the river Mersey than where the mouth of the river Weaver is situate, stands the village of Runcorn, which has thriven much since the Duke of Bridgewater's Canal was opened. Here is a fine old Church, the living attached to which is considered of great value. The scenery in this neighbourhood is variegated and beautiful; and from Halton Castle, which is about a mile distant, there is one of the most extensive prospects in this part of England. A portion of the ruins is still remaining; and adjoining is a good inn, where are excellent accommodations.

HOYLAKE.

Hoylake is situate on the sea coast, at the northern extremity of the peninsula of Wirral, and has a good inn. The distance from Liverpool by water being about twelve miles, affords a pleasant sail, in the course of which are passed the Magazines, the new Fort, the new Lighthouse at the Rock Perch, and Leasowe Castle, which is now converted into an inn. Near Hoylake is the small and barren island of Hilbree, which is said to be within the parish of St. Oswald, in Chester, though it is distant twenty miles from that city.

WATERLOO.

This is entirely a new village, having been re-

cently erected on the Lancashire coast, and is five miles distant from Liverpool. Here are many elegant houses and a good inn, which face the channel, and command a fine marine prospect, almost constantly diversified by the numerous vessels that are either returning to, or departing from, the port of Liverpool. There is also an interesting view of a part of Cheshire, and a considerable portion of North Wales, distinguished by its lofty mountains, amongst which may plainly be discerned the Ormsheads; and farther, in the extreme distance, the cone-formed summit of Snowdon is seen peering in the skies.

CROSBY.

Crosby is situate to the north of Waterloo, and is distant from Liverpool about six miles and a half. There is a Chapel of Ease here, under the jurisdiction of the rector of Sephton church.

SEAFORTH.

This is a new village, which, like that of Waterloo, has been built on a tract of land that was a few years since nothing but a barren waste. It is situate to the west of Litherland, and has a neat Church, which has recently been enlarged. Many handsome mansions have been lately erected, contiguous to the shore, between this place and Liverpool.

LITHERLAND.

This is an ancient village, and is about a mile

distant from Seaforth. It lies to the east of Waterloo, and occupies a pleasant and healthy situation. We find the name of Litherland recorded in Domesday-book, which was compiled about seven hundred and fifty years ago.

BOOTLE.

This village stands a short way from the coast, and is distant from Liverpool about three miles. A Church has recently been built here, but a little nearer to the shore than the old part of Bootle. It is a plain brick edifice, with two towers, that give it an uncouth appearance, being much more suitable to a battery than a temple. In the neighbourhood of Bootle there are several springs, the water from which is conveyed to Liverpool.

WALTON.

Walton is three miles distant from Liverpool on the north road, and lies to the east of Bootle. It has a number of neat houses and cottages, and its old Church, which was erected in the year 1326, is a venerable object of antiquity, but has undergone various alterations. The old tower was lately taken down, and a new one has been since erected. Until the year 1699 Liverpool was under the jurisdiction of this parish. The scenery in this vicinity is interesting and diversified.

KIRKDALE.

This village is one mile on this side of Walton, and has been much enlarged during the last few years, many new streets having been built very recently. Bank-hall, the ancient residence of the family of De la More, was situate here,—the following account of which is given in Gregson's Fragments :—

“Kirkdale is a township on the south of Bootle, of which manor also it is a member. The village itself is populous, and pleasantly situated on the declivity of a hill. It followed the fortune of Bootle at the conquest, and with it became afterwards part of the estate of the family of More, or De la More, who about the year 1280 established themselves here, and built a seat near Liverpool, called More-hall, and from thence they were denominated More's, of More-hall ; soon after which probably they also built Bank-hall for a country or summer residence, situated in Kirkdale, near the sea. It was a curious model of the ancient architecture, such as prevailed about five hundred years ago, and doubtless in those days was esteemed a very grand structure. The front of it was moated with water, over which was a passage by a bridge between two obelisks to the gateway, whereon was a tower, on which were many shields of arms carved in stone ; of which the most remarkable is that within the court, over the gate, being undoubtedly the

achievement of the founder, viz. 1st, Ten trefoils, 4, 3, 2, 1. 2nd. Three greyhounds current, in pale. 3d. A buck's head, caboshed in front. 4th. A griphon rampant. Crest a moorcock volant. Date 1282. The great hall was a curious piece of antiquity, much ornamented with carvings, busts, and shields. It had no ceiling, but was open quite up to the roof, with various projections of the carved parts, whereon trophies of war and military habiliments were formerly suspended. On the wall between the court and garden, was a grand arrangement of all the armorial acquisitions of the family. The shields were carved on circular stones, elevated and placed at equal distances, like an embattlement. But this venerable pile has lately been demolished, and will probably soon be forgotten."

In the western part of this village stands the County House of Correction. Its form is circular and consists of two large wings, built of brick, with a Sessions House on the south, which has an elegant stone front, adorned with a portico of the Ionic order.

EVERTON.

Everton stands on a considerable eminence, adjoining the north eastern boundary of Liverpool, and possesses a great number of elegant mansions, interspersed with lawns and shrubberies ; and, in consequence of its great elevation,

it commands an interesting and extensive prospect of the borough, with the river, the northern portion of Cheshire, and in the extreme distance the mountains of Wales. To the north there is likewise a fine view of the channel, with the Lancashire coast, and many of the adjacent townships. In the northern part of this delightful village is situate a handsome Gothic Church, which is seen at a great distance in various directions from the surrounding country, and the site on which it stands was formerly occupied by the old Beacon, which is supposed to have been erected so far back as the year 1220. This relic of antiquity was blown down during a storm in the year 1803.

An ancient thatched Cottage is still remaining on the southern side of Everton-brow, at a short distance above the end of Shaw-street. This small building was made the head-quarters of Prince Rupert during the siege in 1664, and in the walls of it several small shot were found a few years ago. The Necropolis, or Low-hill Cemetery, is situate at the southern extremity of this village. It was established in the year 1825, at an expense of about £8000, and has a handsome front and chapel, built in the Grecian style of architecture.

EDGE HILL.

This village joins the eastern boundary of Li-

verpool, and has a neat Church, on the northern side of which stands Vernon-hall. Many new buildings have recently been erected here; and at a short distance to the south are seen the chimneys at the entrance of the Railway, which have the appearance of two handsome triumphal columns.

TOXTETH PARK.

Toxteth Park forms the southern boundary to Liverpool, and was a Royal forest until the second year of the reign of James I., when it was conferred by a grant of the crown on two citizens of London, Ralph Willey, merchant tailor, and Thomas Dodd, grocer, who on the 6th of March, 1605, bestowed it on Richard Molyneux, an ancestor of the present Earl of Sefpton. This mode of conveyance is supposed to have been then adopted in consequence of the grantee being a Catholic.

Toxteth Park is cited in Domesday-book, as being one virgate of land and half a carracut, then valued at four shillings, and held by Stainulf. In 1346 it was let to the Molyneux family for £17 per annum. And subsequently, in the year 1593, Queen Elizabeth conferred this park on Henry, Earl of Derby, and his heirs male; but it afterwards reverted to the crown, in consequence, it is supposed, of a failure of such heirs.

The old chapel which has long been in the possession of the Presbyterians, is mentioned in a survey made by order of the parliament during the Commonwealth; and a Mr. Huggin, an episcopal minister, is stated to have been the incumbent at that time, and that he received the tithes of the park, which were then valued at £45 per annum, besides £10 a year which were allowed him by the rector of Walton.

In the year 1815 a Church was erected here, in the Gothic style of architecture, and was dedicated to St. Michael. It stands in a delightful situation, and is a pleasing and picturesque object, being seen to advantage from different places on the Cheshire coast, as well as from various parts of the river.

This district, but particularly that part of it called Harrington, is now become very populous. Many new buildings have lately been erected and the population according to the last census in 1831 was 24,067.

WAVERTREE.

This village stands in a pleasant situation, about three miles to the east of Liverpool, and has a neat Church, which was erected in the year 1794. At a short distance between this place and the Old Swan is the Olive Mount excavation, through which the Railway passes, and is well deserving of the stranger's notice.

CHILDWALL.

Childwall lies about five miles to the east of Liverpool and is delightfully situated on the declivity of a hill, which commands an extensive and varied prospect of a spacious and fertile valley, studded with mansions and farm-houses, and terminated on one side by a rising ground, on which stands the village of Huyton; and at a farther distance diversified by the town of Prescott, resting on the slope of a hill, and distinguished by its church spire, which contributes much to the beauty of the surrounding scenery. Childwall Church is of high antiquity: it has a neat spire and a peal of bells. This spot affords one of the most beautiful and picturesque panoramic views in this part of Lancashire.

HUYTON.

This village is situate adjacent to the London road, at the distance of about six miles to the east of Liverpool, and has a Church of considerable antiquity. The Railway passes through Huyton.

PRESCOT.

Prescot is a neat town, and lies to the east of Liverpool, from which it is distant eight miles. It has a market on Tuesdays, and carries on an extensive trade in the manufacture of clocks, watches, and mechanics' tools, besides several establishments for the making of earthenware.

Here is a neat church, of great antiquity. It has a handsome spire, which, from its elevated situation, is seen at a considerable distance. Contiguous to this place is Knowsley-hall, which has been the residence of the Derby family for many generations.

SEPHTON.

The village of Sephton is situate seven miles to the north of Liverpool, and has a fine Gothic church, with a handsome spire. This structure is said to have been erected so far back as the year 1111. The interior is remarkably neat, and contains several specimens of antique carved work in oak. The screen which separates the chancel from the body of the church is a beautiful piece of workmanship. There are some very ancient monuments here of various ancestors of the Molyneux family; and amongst them is one of Sir William Molyneux, who distinguished himself at the battle of Flodden Field, by taking two banners from the Scots; and for this achievement he was rewarded by Henry VIII. with the arms of the Earl of Huntley. During the same period another individual of this house was celebrated as an able preacher, and is said to have re-built Sephton church and an adjoining school-room.

William de Moulins, the founder of this family, first came over to this country with William the

Conqueror, and having signalized himself as a warrior, he was rewarded with the manors of Kerdon, Thornton, and Sephton, in the county of Lancaster, which were granted to him by Roger de Poictou. He built a mansion near to Sephton church, some remains of which were standing a few years ago, but not a vestige of it is now left. The Molyneuxes have been residents in this neighbourhood ever since the conquest, and for a long period they enjoyed the constableness of the Castle of Liverpool, as well as the forestership of the royal parks of Toxteth and Croxteth.

The present head of this family has been created a British Peer, by the title of Baron Sefton, of Croxteth in the county of Lancaster.

THE ZOOLOGICAL GARDENS.

The Liverpool Zoological Gardens are situate on the West Derby road, in a delightful neighbourhood, and not at an inconvenient distance from the centre of the town, being less than five minutes' walk beyond the Necropolis, at Lowhill. The site, which has been judiciously chosen, consists of a dingle, surrounded with a gently rising ground, forming a complete natural amphitheatre. and most admirably adapted to the purpose. It

has been further improved by art, and laid out with walks and grass-plots, and the plants and shrubs which have been tastefully arranged are in a healthy condition, and promise to make this one of the most agreeable promenades in the vicinity. The principal menagerie is in a spacious circular structure, near the middle of the dell, and is ingeniously contrived for exhibiting the animals. It is decidedly better ventilated than any thing of a similar description that we remember ever to have seen, and beyond all dispute superior to the buildings appropriated to the same purpose in the Regent's Park. The cages are placed round the central part of the edifice, surrounded by a sufficiently spacious avenue for the accommodation of the spectators; and though the number of wild beasts is considerable there is comparatively none of that offensive odour which is generally experienced and complained of in exhibitions of this kind. Amongst the present occupants of this edifice are two remarkably fine lions, in separate compartments,—they are in excellent condition, and scarcely inferior, we should suppose, to any that have ever been in this part of the kingdom. On taking their supper, which they were doing when we saw them, they manifested immense power, and showed how feeble must be the resistance that any ordinary animal could oppose to their attack;—yet, though evidently voracious, they did not utter that disagreeable noise or

grumble, which most of the other animals continued to do on the same occasion. When the keeper gave them their food he practised some tricks, which excited their indignation, and caused them to send forth a most deafening and terrific roar. The lion-tiger, which is in a separate contiguous compartment, received its meat in a most ravenous manner, and gave the most evident symptoms of its native and indomitable ferocity, rushing with great violence against the iron bars that confine it, as if desirous to attack all within its sight, and it continued for a long time apparently in the most perturbed state. In another apartment were two leopards, very beautifully spotted and in excellent condition; and next to them two wolves, male and female, each displaying its characteristic fierceness, and occasionally snarling at one another or uttering a most disagreeable howl. In a smaller cage is a South American puma, near to which are two jackalls, which appear far from being on friendly terms with each other, though fellow residents. Immediately below them is a large sloth, a most restless and dissatisfied beast, for during the whole time that the animals were taking their food he scarcely ever ceased to utter the most unpleasant and dissonant scream or roar that can well be imagined. On each side of one of the entrances are two beautiful macaws, adorned with richly variegated plumage. Those persons who are

desirous of studying the habits and propensities of the more savage portion of the inhabitants of the forest cannot fail to derive abundance of instruction and gratification from an inspection of the collection placed in this building. At some times the roar of several of the larger animals is so loud and appalling as to make the stoutest person shudder and involuntarily recede.

At a short distance from this structure is a small shed, with an adjoining enclosure, in which is a Peruvian llama, a most gentle and interesting creature, clothed with long glossy hair. Its head and breast are remarkably white, and the chief part of the rest of the body a beautiful jet black. A playful West Indian goat was its companion when we visited the gardens. Near to this spot is another enclosed space, with a small lake, appropriated to three fine pelicans, which were gliding majestically on the surface of the water, and some fowls of a smaller description seemed to participate in the pleasure which they enjoyed. A small hut constructed of sods is likewise assigned them as a shelter. A little farther to the right is the habitation of two American black bears, with a small enclosure, in the centre of which is fixed a lofty perpendicular pole, on which they perform their gymnastic exercises, ascending and descending with great dexterity and facility, and evidently afford considerable delight to the visitors.

In another part of the valley is a structure consisting of different stalls or mangers, with two separate enclosed pieces of ground, one of which is tenanted by two beautiful zebras, that roam about at their pleasure and appear most gentle and interesting creatures. An American tapir, with a dark shining skin, occupied one of the stalls on the other side of the building. It is not very dissimilar to a large pig, and has a nose which projects a long way beyond the lower jaw, bearing some resemblance to a proboscis, which it extends and contracts with great quickness. The next manger with an enclosure is allotted to the gnu, a lively but vicious animal, which frisks about with great sprightliness. It resembles an ox in its head and horns, its legs are slender and elegant, similar to those of a stag, its body and tail are like those of the horse, and it is about the size of a galloway.

Proceeding a short distance you approach an isolated cage, guarded in front with iron bars, and divided by a partition in the middle, which is the residence of two bears, one of them is a most fierce and growling brute, and, though immured within a sufficiently strong fence, is muzzled. The other is younger and less ferocious. In different parts of the lower ground are four fine eagles, in good condition, each attached to a perch. They manifestly brook confinement with much dislike, and one can scarcely help regretting

that this noble bird should be restricted from soaring into the heavens—its native element. A large condor, from the Andes, in South America, particularly merits the attention of the visiter; it measures nine feet from the extremity of each wing when expanded, and is a most powerful bird. The lower part of the neck is environed with a ruff of pure white and hairy kind of feathers, and the rest of the body is principally black, except on the back of the wings. In his native state this bird must possess amazing force. A small pen, covered with net-work, is occupied by a couple of porcupines, and close by is a large cage divided into numerous compartments, with a wire screen in front, and assigned to a choice collection of the feathered tribe, some of whose beautiful and variegated plumage seems to vie with “all the hues of heaven’s bow.”

On ascending from the dingle at a short distance on the right is a lofty and spacious stable, surmounted by a small belfry, and furnished with a spacious enclosure. This is the dwelling of three elephants, the largest of which stands about six feet four inches high, and is a very sagacious and docile animal. It carries its keeper with the most apparent cheerfulness, or couches at his bidding to let him alight, and at his command will bellow with the most deafening roar, or lie down on its side with all the gentleness of a lap-dog. It is indeed a great treat to see this majestic

animal go through his manœuvres, in which there is such a display of placid docility combined with so much power, and the spectator cannot fail to contrast with the ravenous and ferocious mode in which the feline species devour their meat, the remarkably calm and temperate manner in which the elephant takes his food, picking up a small potatoe with his "lithe proboscis," with scarcely any appearance of eagerness or voracity.

To attempt to give a complete and full description of all the animals that constitute the very choice and numerous collection assembled in these gardens would far exceed the limits and design of the present publication;—and no account, however copious and graphic, can convey an idea one hundredth part so vivid and accurate as an actual inspection must afford.

A neat edifice has been fitted up in a tasteful manner, where confections and various refreshments may be had; and near the centre of the grounds is an orchestra constructed in a neat style, and on the evenings during the summer months an excellent band performs a great variety of choice music, so that the enterprising proprietor, Mr. Atkins, who has already embarked a considerable capital in the formation of this establishment, has evidently spared no expense to render it one of the most delightful and attractive sources of amusement in this part of the country, and we are happy to learn that the number of

subscribers and visitors has already been so great as to afford a flattering omen of its future prosperity.

No person of taste, and desirous of information as well as amusement, we imagine, would neglect to visit the Liverpool Zoological Gardens, and every stranger who can find time ought at least to see them once during his sojourn amongst us. It ought to be observed that no one, unless a subscriber, can be admitted without a ticket, which may readily be obtained by any respectable person through the medium of the innkeeper at whose house he may stop, or from one of the subscribers, who alone have the privilege of distributing any number they may deem proper.

THE RAILWAY.

In a political and commercial point of view, few things are of paramount importance to good and direct roads, which are at once evidences of the well-ordered policy and industry of a nation. The most ancient public ways in this kingdom appear to have been first formed by the Romans, after they had subjugated the Britons, and were constructed for the purpose of keeping up a facile communication betwixt the several military stations; and from numerous vestiges still remaining, they appear to have been carried prin-

cipally along the more elevated tracts of the country, whereby a more commanding view of the adjacent districts might be obtained. These roads were made of durable materials, as might naturally be expected from the skill and experience of that extraordinary and powerful people; but, notwithstanding the example thus set nearly two thousand years ago, the inhabitants, after their invaders withdrew from the island, seem to have sunk into a state of sluggish inactivity, and instead of keeping these roads in repair and aspiring after further improvements, they appear to have almost entirely neglected the construction of public highways: a circumstance that can only be accounted for from a state of anarchy and barbarism, the probable result of the many invasions that occurred in this country during several centuries after the retirement of the Romans. Until a comparatively recent period, the principal part of the inland traffic was carried on by means of pack-horses; an imperfect and limited mode of conveyance, but which was probably quite commensurate with the manufacturing and commercial pursuits of those times.

Though there were some rude attempts at the formation of railways nearly two centuries ago, yet they seem to have been almost entirely disregarded; perhaps in consequence of the introduction of canals, which were established in

most districts of the country, and soon brought to an eminent degree of perfection, and which caused an amazing change and improvement in the transportation of goods. The establishment of the Mersey and Irwell navigation, of the Duke of Bridgewater's canal, and of the Leeds and Liverpool canal, which were required by the greatly increased intercourse and the multiplied transmission of produce and manufactures between Liverpool and Manchester, answered all the purposes of carriage for a considerable period ; but the continued and extraordinary growth of these two towns, for several years past, again demanded a still more ready and extensive mode of conveyance, and became so serious a disadvantage as at length to occasion numerous and heavy complaints from the merchants and manufacturers.

Within the last thirty years several railroads have been constructed in different parts of the kingdom, but especially in the vicinity of Sunderland and Newcastle, which were chiefly designed for the transit of coals from the mines to the rivers Tyne and Wear, to be thence shipped for the metropolis and other places. The first railways are described as having been of a very rude structure, and attended with many disadvantages, from a want of scientific arrangement and sufficiently durable materials ; and being constructed principally of wood, they were con-

sequently soon out of repair. These roads were usually placed on a declivity, the waggons descending loaded and being drawn up empty; but a considerable improvement was effected by the adoption of the iron rail with a side flange, for the purpose of guiding the wheels of the carriages; and, latterly, a still farther improvement was discovered in the iron edge-rail, which is slightly raised above the surface of the ground, with flanges upon the wheels. This sort of rail is free from the accumulation of soil, to which the other was liable, and which tended much to impede the progress of the carriages. The edge-rail is said to have been used in the year 1789, by Mr. W. Jessop, in the public railway which was formed at Loughborough.

The Stockton and Darlington railway was the first that was established by the authority of an act of Parliament, and was opened in September, 1825, for the conveyance of passengers, merchandise, and coals. It is twenty-five miles long, and consists of a single line of road, having sidings every quarter of a mile for the purpose of allowing the carriages to pass each other.

Mr. Wm. James, of London, engineer, waited on Mr. Sandars, of this town, in the year 1822, to whom he communicated his conviction, that great advantages would accrue to commerce from the application of locomotive engines on a railway, between Liverpool and Manchester, for

the transportation of general merchandise. Mr. Sandars, who had long been convinced of the very inadequate means of conveyance between these two towns, as well as the exorbitant charges on the transit of produce, embraced the projected scheme with alacrity, and caused a preliminary survey to be made, having guaranteed the payment of the required expenses. In the year 1824 this gentleman published a pamphlet, in which he sets forth the many decided advantages that would arise to the public from the formation of a railroad, as produce might then be conveyed in a space of time not greater than one-third of that usually required by the canal, and at not more than about one-fourth of the cost. Nearly at the same period, many of the most influential merchants of Liverpool published a statement, in which they declare, that the then existing modes of transit were altogether inadequate to the trade of the two towns, and that some other establishment for the transport of goods was imperatively demanded.

Shortly afterwards several gentlemen were deputed to visit the Darlington railway, at that time in an unfinished state, and likewise to proceed to Sunderland and Newcastle, in whose vicinity there were various railways in use, and where engines, both locomotive and stationary, were employed. In consequence of the report

of this deputation made to a committee of gentlemen in May, 1824, it was resolved, that a company should be formed for the purpose of constructing a railway between the towns of Liverpool and Manchester. The requisite subscription having been entered into, surveys were made; and in October, 1824, a prospectus was published by the committee, detailing the advantages and profits likely to accrue from it, and fixing the necessary capital at £400,000; which sum, it was proposed should be raised in four thousand shares of £100 each. In this prospectus it was also stated, that competition was wanted, since shares in the Old Quay navigation, which originally cost £70, had been sold as high as £1250 each.

Early in the year 1825 application was made to Parliament to obtain an act, to empower the company to purchase land, &c. for the completion of the projected undertaking; but after a strenuous opposition from the proprietors of the Duke of Bridgewater's canal, the Old Quay Company, and the Leeds and Liverpool canal, as well as the Earls of Derby and Sefton, who combined on this occasion, the bill was withdrawn.

In the following July the committee resolved that a new survey should be made, which was undertaken by Mr. John Rennie and assistants; and on the 12th August, in accordance with the recommendation of the engineer, a new route

was chosen, considerably to the south of the former line. In consequence of the augmented expense occasioned by this change, the committee determined to create an additional number of shares. A communication was made to the Marquis of Stafford, who was interested in the Duke of Bridgewater's canal, and to whom was afforded the option of becoming a proprietor to the amount of one thousand shares, which he accordingly accepted.

On the 26th of December, 1825, the committee published a second prospectus, in which they state the causes that led to the failure of their first application to Parliament; amongst which they mention certain errors in the sections and levels, which had been dwelt on by their opponents, and other objections started by the Old Quay Company and the Leeds and Liverpool Canal Company, and by the proprietors of the land through which the railway was to pass, especially the Earls of Derby and Sefton. These objections the committee proposed to obviate, by adopting a new line. In this document they likewise descant on the advantages that must arise to the community from the increased means of conveyance, and a consequent reduction in the charges. Owing to the railway passing through an extensive and rich coal district, they estimate the saving in this article alone at £100,000 per annum; a saving that will not be confined to

the higher and mercantile classes, but which will be proportionately felt by the poor man's family. They further advert to the good effects that Ireland must experience from a facility of intercourse and conveyance between Liverpool and the interior of Lancashire and Yorkshire; and in conclusion, they allude to the probability, that other countries will avail themselves of the means of aggrandisement thus offered, by a judicious application of mechanical science.

In May, 1826, the act was obtained for forming the Liverpool and Manchester railway; and on the 29th of the same month the first general meeting of the subscribers was held, and fifteen directors were chosen, (three of them having been nominated by the Marquis of Stafford), for the purpose of carrying into effect the projected undertaking. Mr. George Stephenson was appointed principal engineer to the company. In June the draining of Chat Moss was commenced; and in the September following, the first shaft of the tunnel was opened. This wonderful offspring of human ingenuity and labour was formed in seven or eight distinct lengths having several upright shafts, through which the excavated material was raised to the surface. This part of the work was carried on with unremitting assiduity, night and day, in many places being attended with considerable difficulty and much danger: some portions consisting of a

soft blue shale, and accompanied with a great quantity of water, others being composed of a soft wet sand ; but about two-thirds of the whole distance was cut through red freestone, which admitted of an arch being formed out of the natural rock. The entire length of the tunnel was opened on the 9th of June, 1828 ; an undertaking of no ordinary magnitude and difficulty, the accomplishment of which reflects the highest credit on the engineer, especially when we consider that the several lengths of excavation, each averaging about five hundred yards, seldom varied more than an inch at the junction.

One line of railway being laid across Chat Moss, a company passed over it on the 1st of January, 1830, being drawn by the Rocket steam-engine. This had been supposed to be one of the most difficult parts of the undertaking, and had been deemed by many persons to be absolutely impracticable, from the great depth of the moss, and its soft and spongy nature.

DESCRIPTION OF THE RAILWAY.

From the company's yard, at Wapping, we enter the tunnel, which is twenty-two feet wide and sixteen feet high, with a semicircular arch, of eleven feet radius, springing from perpendicular sides, at the height of five feet from the base. The railway curves to the south-east till it reaches

the inclined plane, which is one thousand nine hundred and eighty yards long, and quite straight, having a uniform rise of three quarters of an inch to a yard, or one hundred and twenty-three feet from Wapping to the mouth of the tunnel at Edge-hill, the entire length being two thousand two hundred and fifty yards. It is whitewashed and furnished with gas burners, and when illuminated supplies the spectator with a scene of no ordinary novelty and interest. The egress from the eastern end is into an extensive area, excavated out of the solid rock, which is forty feet below the surface of the ground, and defended on every side with walls. Here are two fixed engines, used to draw the loaded waggons from the Wapping end of the tunnel. On each side of this area are placed two handsome circular brick chimneys, bearing the appearance of triumphal columns. With this part also another tunnel, of smaller dimensions, (two hundred and ninety yards long, fifteen feet wide, and twelve feet high) communicates with the company's yard, in Crown-street, which is the station for the railway coaches, and a depository for coals.

The traveller having seated himself in one of the carriages here, finds himself quickly conveyed through the tunnel into the area just mentioned, where the train of carriages being attached to one of the locomotive engines, is soon put in motion, and shortly crosses Wavertree-

lane; when he perceives himself transported with a rapidity of which he could have formed no accurate idea, if it be the first time he has travelled by this conveyance. For the distance of five and a half miles the road has here a declivity in the ratio of four feet to the mile; a descent so slight and regular as to be imperceptible to the eye. Here the railway has likewise a gentle deviation from a straight line; but the curvature, as in every other part of the way, is not more than four inches in twenty-two yards, or equal to the segment of a circle whose circumference is fifteen miles. A little beyond Wavertree-lane the road passes through a deep marl-cutting, which is crossed by several stone archways, forming a communication between the lanes on the opposite sides of the railway; and soon after is approached the Olive Mount excavation, which was cut out of the solid rock to the depth of seventy feet below the surface of the ground, and is nearly two miles in length. Shortly after leaving this part of the road, the Roby embankment is traversed, which is raised in some places as much as forty-five feet, and varies in breadth at the base from sixty to one hundred and thirty-five feet. This is one of the most interesting portions of the journey, its elevation commanding an extensive prospect of the surrounding scenery, which is highly enriched and diversified by hill and dale, and beautifully in

terspersed with woods and elegant mansions. On the right is situate the vale of Childwall; and on an acclivity, amidst a dense foliage of trees, are seen its church and spire, with the townships of Woolton and Halewood in the distance. On the left, the tower of Huyton church arrests the attention of the passenger; and a little beyond are observed the richly-wooded park of Knowsley, and the town of Prescott, with its tapering spire. Having passed Huyton, you come to the Whiston inclined plane, which is a mile and a half long, and rises in the proportion of three-eighths of an inch in a yard. A level of nearly two miles in length succeeds this, and is crossed by the Rainhill bridge, remarkable for being constructed on the diagonal or skew principle, and which serves to connect the Liverpool and Manchester turnpike-road, that passes over the railway in this part. The Sutton inclined plane is next descended, and is an exact counterpart to the one just mentioned. The top level is eighty-two feet above the base of each plane.

The traveller is now arrived at Parr Moss, which is about twenty feet deep. The road here is chiefly composed of the materials dug out of the Sutton inclined plane. The Sankey viaduct next calls for remark: it consists of nine arches, each fifty feet span, and the height from the water in the canal to the top of the parapet is

seventy feet. The valley and its winding canal, on the surface of which barges, with their sails set, are seen floating in various directions, give an uncommon novelty and charm to this portion of the journey. Leaving the town of Newton, the next object of interest is the Kenyon excavation; near the end of which the Kenyon and Leigh junction railway joins the Liverpool and Manchester line by two branches. The Bolton and Leigh line is likewise connected with this, and forms a communication between Bolton, Liverpool, and Manchester. Passing Bury-lane and the small river Gless, or Glazebrook, we approach Chat Moss, which comprises an area of about twelve square miles, and varies in depth from ten to thirty-five feet. Many parts of this barren tract are now enclosed; and the monotony of the surrounding scenery is relieved by Tildsley church on the left, with Billinge hills in the distance. Beyond the Barton embankment the railway crosses the Worsley canal, and, leaving the village of Eccles on the right, it soon approaches Salford, a portion of which it traverses, and is conveyed across the river Irwell by a handsome stone bridge to the company's station in Water-street, Manchester.

According to the report read at the general annual meeting, held on the 30th of March, 1832, the profits of this establishment, from the open-

ing on the 15th September, 1830, to the 31st of December, 1831, amounted to £85,529. The shares have likewise attained a considerable premium, which they appear steadily to retain.

Three years have now elapsed since this railway was opened for the transit of passengers and merchandise, during which period ample demonstration has been afforded that the scheme was neither visionary nor impracticable. The almost unparalleled number of travellers and transportation of goods that have attended this conveyance clearly prove that it was required, and perhaps no recent undertaking has so entirely and satisfactorily accorded with the views and wishes of the public, or so completely answered the intentions of the projectors, as the one under consideration. A still farther improvement is now being effected in the formation of another tunnel, by which means the station for passengers will be brought into Lime-street,—a situation in every respect desirable, from its being near the centre of the town.

The successful completion of the Liverpool and Manchester Railway appears to have given a new and powerful impetus to the spirit of public enterprise, for though railroads had existed many years before, yet they had previously been made on so limited and imperfect a scale as scarcely to possess any peculiar advantages

over the common highways, and consequently were little calculated to insure to the proprietors any considerable remuneration; but the prosperous state of the present undertaking, and the manifest advantages likely to accrue from it, have led to the formation of various public companies, who have obtained the sanction of the legislature for the construction of several railroads in different parts of the kingdom, so that in a few years the intercourse between the metropolis and the principle manufacturing and commercial districts of the country must be very much increased and facilitated. The adoption of steam-engines for the purpose of propelling carriages, is a bold and important feature attending railways, and must ultimately be attended with great advantages to the community: for with regard to the expedition and continuance of the journey the locomotive engine seems to have no fixed limits, except in reference to the safety of the passenger, and the durability of the materials of which the engine and carriages may be composed; so that we may fairly reckon on the average rate of travelling, exceeding at the least double the ordinary speed of the swiftest conveyances drawn by horses. Another important consideration in a national point of view attending the general adoption of railroads, will be the vast decrease in the consumption of

oats and hay, by the substitution of steam-engines in lieu of horses, and that portion of the soil, which has heretofore been allotted to the growth of such produce, may be appropriated to the raising of food suitable to the human species.

FINIS.

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